

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. XIV. No. 2.

CHICAGO, ILL., JANUARY 25, 1905.

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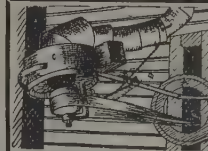
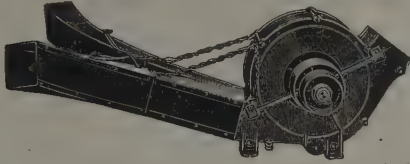
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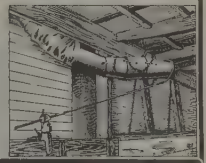
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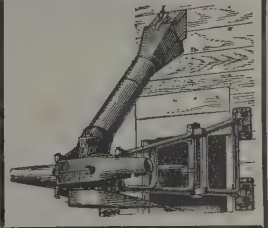
GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

Any Size Car

can be loaded quickly without the aid of hand labor when you have an **Ideal Car Loader**. Easy and convenient to handle, does not have to be lifted in and out of car, swings on folding brackets—30 days' trial allowed.

Write us.

IDEAL CAR LOADER CO., Allenville, Ill.



The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

HUNDREDS

of prosperous grain men in the U. S. point to the **MIDLAND** line of elevator machinery and supplies as the cause of their success. Grain Elevators equipped with our machinery and supplies handle grain economically, do not break down and cause delay during the busy season, and prolong the life of the house. We can prove to you why, if you write us. If in need of repairs or building a new elevator let us figure with you.

Midland Machinery Co.

Complete Equippers
of Grain Elevators.

Minneapolis, Minn.

Grain Register No. 12 AA

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/4 x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

FOR SALE BY

GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/4 x 16 1/2 inches, used double. The left-hand pages are ruled for information regarding **SALES** and **SHIPMENTS**; the right-hand pages for **RETURNS**. Under **SALES** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **SHIPMENTS** are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under **RETURNS** are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

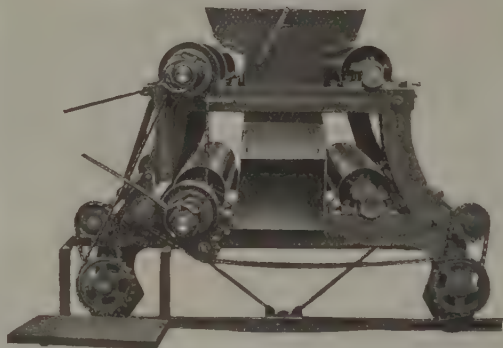
No. 14 AA contains 76 pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

If you want anything for your elevator and do not know where to find it, write us.

Four-Pulley Tripper

FOR REVERSIBLE BELT



A strong machine of new design, having long wheel base and many new and valuable features. It is equipped with a friction clutch moving mechanism. Quick acting brake. Pulleys made in one piece. Switch valves operated by levers. Large capacity spouts. All arranged for easy and quick operation. Made in 4 sizes.

GET OUR CATALOG

SKILLIN & RICHARDS MFG. CO.
CHICAGO, ILL.

Everything for your Elevator.

Hess Driers

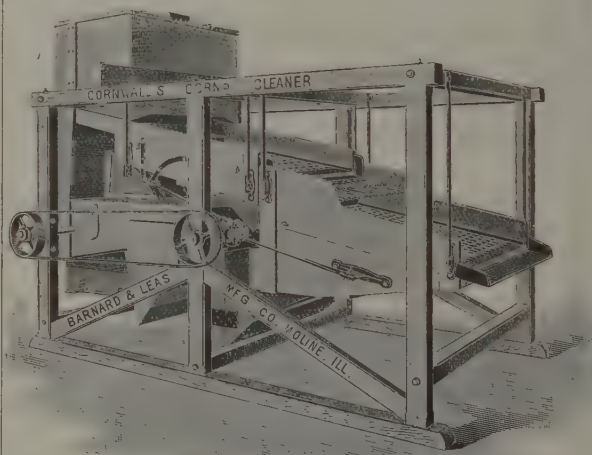
The World's Best.

New Book describing it, just out. Send for one. :: :: ::

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707 Tacoma Bldg.,
CHICAGO

THE CORNWALL CORN-CLEANER.



Has valuable features possessed by no other Cleaner.

Its patent finger sieve will not clog, and will remove the small cob ends and pieces of cob always present in corn cleaned by other machines.

This feature together with the double row of steel rods between the two parts of the shaker, over which the corn and cobs must pass, enables the machine to clean the corn thoroughly in one operation.

We also make the Victor Corn-Sheller, and a full line of Shellers and Cleaners, while we furnish everything needed in the elevator line.

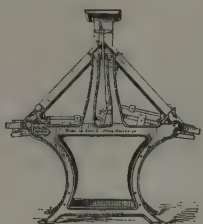
Send for our latest circular.

BARNARD & LEAS MFG. CO., MOLINE, ILL.

Builders of Elevators and Elevator Machinery.

SCALES FOR GRAIN ELEVATORS.

**GOLD MEDAL
ST. LOUIS :: 1904**



THIS SCALE

Automatically fills, weighs, counts the bags and shifts cut-off valves. Operator supplies empty bags. Shipped on trial, subject to your approval.

They are: Simple, because they are not complicated or intricate.
Cheap, because they are simple.
Durable because they are built that way,
Fast, because the flow of material is never checked.
Accurate, because they are adjusted, balanced and graduated with U. S. Standard Test Weights.

They are: Simple, cheap, durable, fast and accurate, because we guarantee them, and they must be that way.

For literature address

THE AUTOMATIC SCALE CO., Ltd.

Minden, Louisiana.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per Bu.; Driver on; Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out. 800 tickets in each book, Price \$1.25.

**Grain Dealers Company,
255 La Salle Street, Chicago, Ill.**

Grain Dealers' Scale Tickets.

BOOK NO. 51.

This scale book contains 100 pages 8x11 1/4 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents. Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.... bushels.... pounds, Price, Dollars and Fees.

It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

Book No. 51, Price 75 cent. Address

GRAIN DEALERS COMPANY

255 La Salle Street. - Chicago, Ill.

AUTOMATIC SCALES

SACKING

**Accurate Net Weights
Five Sacks per Minute**

**W. E. SMITH, Sales Agent
47 Plymouth Place, CHICAGO**

RICHARDSON SCALE CO.

17, 19 Park Row, N.Y. City.

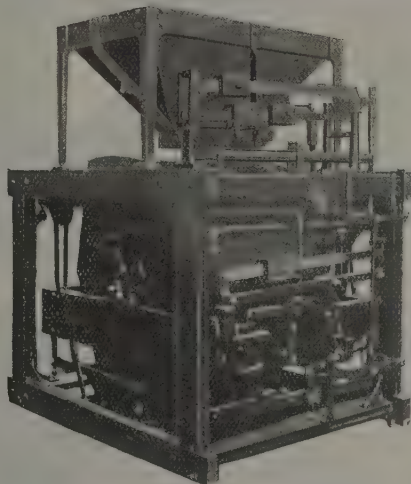


Union Scale & Manufacturing Co.



Manufacturers of simple, accurate and reliable Automatic Weighing Machines. Scales for even weight bagging a speciality. Write for particulars.

**36 and 38 Union Park Place,
CHICAGO, ILL.**



Automatic Scales for Weighing Grain into Cars, Bins or Sacks

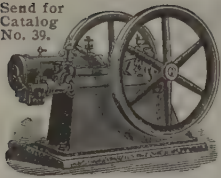
Here is an Automatic Scale that is guaranteed to weigh grain accurately. We do not mean by this that it weighs within a pound or two on each draught, we mean **Accurately**. This scale is strong, durable and reliable. Sold on approval. Prices reasonable.

For particulars, address

McLEOD BROS., - Marietta, Kans.

POWER FOR GRAIN ELEVATORS.

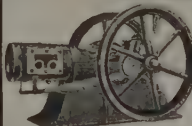
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Catalog
No. 39.



COLUMBUS ENGINES

Columbus
Machine Co
COLUMBUS, O.

The DAVIS Gasoline Engine



"Simplest Engine
Built."

Combines efficiency and durability with simplicity. The only engine with detachable water jacket. Full line Portable, Horizontal and Upright Engines. Write for catalogue.

Waterloo Motor Works, Waterloo, Ia.

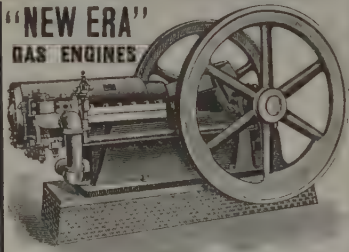
BRUNNER ELEVATOR ENGINE FOR GRAIN ELEVATORS From 1 to 30 H. P.



Write for descriptive circular.

Charles Brunner, Mfr.
PERU, ILL.

"NEW ERA" GAS ENGINES

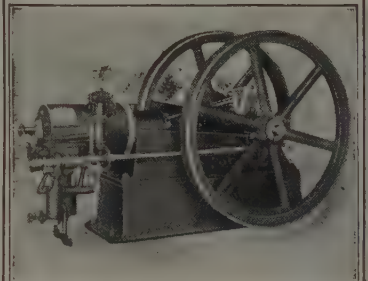


For Gas or Gasoline. Sizes 6 to 100 H. P.
THE NEW ERA GAS ENGINE CO.
DAYTON, OHIO, U. S. A.

Do You Want

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL. Twice each month for \$1.00 per year.

THIS ENGINE

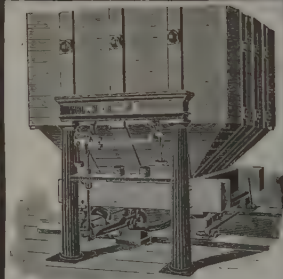


will furnish you with an absolutely reliable power. It is economical of fuel; compact, closely governed, simple and strong in construction, has few parts and is not likely to get out of order. An ideal engine for the elevator. We want to tell you more about it.

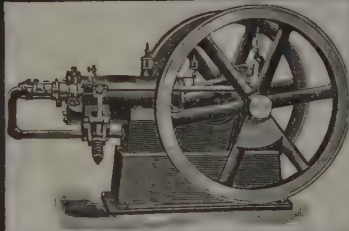
So write us

HUGH MATHEWS
Kansas City, Mo.

HOWE SCALES THE WORLD'S BEST



Power
and
Weight



ESTIMATES FURNISHED PROMPTLY
BORDEN & SELLECK CO
CHICAGO
ST. LOUIS MINNEAPOLIS KANSAS CITY CLEVELAND

The Alamo GASOLINE ENGINES..

HIGH GRADE
AUTOMATIC
SIMPLE
ECONOMICAL
SAFE



"The Alamo"

"The Standard"

SCALES

For All Purposes



ACCURATE
DURABLE
SENSITIVE
RELIABLE
GUARANTEED

THE STANDARD SCALE & SUPPLY CO.

127-129 Market Street, CHICAGO, ILL.

OLDS ENGINES

Economical Power

In sending out their last specifications for gasoline engines for West Point, the U. S. War Department required them "to be OLDS ENGINES or equal."

This speaks volumes for our engines. It means they excel all others, or the U. S. Government would not demand them.

They are the horizontal type, 2 to 100 H. P., and are so simply and perfectly made that it requires no experience to run them, and

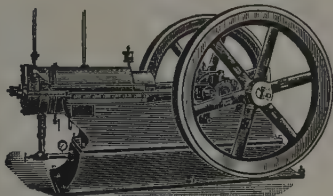
Repairs Practically Cost Nothing

Send for a catalogue of our Wizard Engines, 2 to 8 H. P. (jump-spark ignition, the same as in the famous Oldsmobile) the most economical small power engine made; fitted with either pump-jack or direct-connected pump. Or, our general catalogue, showing all sizes.

**OLDS
GASOLINE ENGINE
WORKS,**
Lansing, Mich.

WAYNE GASOLINE ENGINES

SIMPLE, ECONOMICAL, RELIABLE



Send for Catalog of our Special Elevator Engines.

FT. WAYNE FOUNDRY & MACHINE CO.
FT. WAYNE, IND.

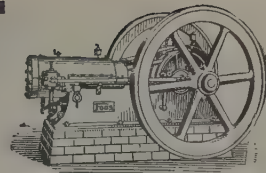
You are well pleased if your engine is a
WATERLOO



Oil or water cooled engines.
Frost proof and can not freeze.

Before purchasing do not fail to write for Catalogue and Prices.

Waterloo Gasoline Engine Co.
Waterloo, Iowa



The Foos Gas Engine Co.
SPRINGFIELD, OHIO

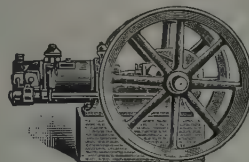
Furnish the only Wipe Spark, Self Cleaning Igniter, Straight Line Counterbalancing by Discs on Arms of Crank

Send for Catalog No. 20 describing and illustrating the

FOOS ENGINES

The "Otto" Still in the Lead

It is not surprising that the "OTTO" was awarded the Gold Medal at St. Louis. In fact it has never failed to take first prize wherever exhibited. Below is a list of the "OTTO" Triumphs in America.



Philadelphia Centennial, 1876	Chicago World's Fair, 1893
New York, 1890	Atlanta, 1895
Cincinnati, 1880	New York, 1896
New York, 1881	Nashville, 1896
Louisville, 1883	New York, 1897
San Francisco, 1884	Omaha, 1898
New York, 1885	Omaha, 1899
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Buffalo, (Pan-American) 1901

St. Louis, (Louisiana Purchase Exposition) 1904

No engine could be uniformly successful without deserving it.

THE OTTO GAS ENGINE WORKS

Chicago Representative:

T. W. SNOW, 360 Dearborn St.

PHILADELPHIA, PA.

Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

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THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price, \$1.00.

THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price, \$1.50.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Strimatter, Price, \$1.00.

For any of the above address,

Grain Dealers Journal

255 La Salle St.

Chicago, Ill.

TONS to Dollars and Cents

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00 to \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4 1/2 x 8 1/2 inches, 110 pages.

Price \$1.00

GRAIN DEALERS COMPANY

255 LaSalle St.

Chicago, Ill.

The Practical Gas Engineer



tells you what to do and how to do it when your engine gets out of order. It also tells all about the care and operation of a gas or gasoline engine.

A book written by a man of 12 years' practical experience with hydro-carbon engines. Bound in cloth, Price \$1.00.

Grain Dealers Journal

255 La Salle St.

Chicago, Ill.

"ACTIONS SPEAK LOUDER THAN WORDS"

The following Line Companies are using our Pat. Chain Grain Feeders and Conveyors. Why not you? Satisfaction guaranteed.

National Elevator Co., Indianapolis, Ind.

Neola Elevator Co., Chicago, Ill.

Cleveland Grain Co., Cleveland, O.

Crabbs-Reynolds-Taylor Co., Crawfordsville, Ind.

C. H. Feltman, Peoria, Ill.

Raymond P. Lipe, Toledo, O.

Write for catalogue and investigate our elevator machinery before buying elsewhere.

B. S. CONSTANT CO.

Bloomington, Ill.

GOOD LOCATIONS

You can find a good location for your new elevator by placing a liner ad. in the "Wanted" columns of the Grain Dealers Journal. The cost is 15c per line each insertion. Try it.

SECKNER CONSTRUCTION CO.

NOT INCORPORATED

CONTRACTORS & ENGINEERS

OF GRAIN ELEVATORS CONSTRUCTED OF WOOD, CONCRETE OR STEEL
414-79 DEARBORN ST., CHICAGO, ILL.

Tel. Central 5364.

C. M. Seckner, Manager.

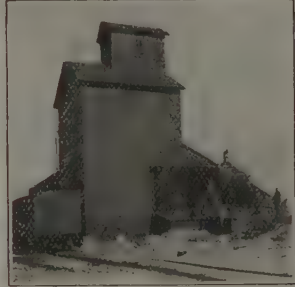
GRAIN ELEVATOR BUILDERS.



YOUNGLOVE & BOGGESS CO. ENGINEERS

Designers and Builders of
GRAIN ELEVATORS AND FLOUR MILLS
MASON CITY, IOWA

If Interested Write for Plans and Estimates on
Your Work.



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OLSON, ENGH & CO.

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Grain Elevators and
Power Transmission

160-162 N. Sangamon St., CHICAGO

Phone Monroe 1614



DESIGNER &
BUILDER OF
MODERN
ELEVATORS
W.H. Wenholz
Champaign, Ill.

Write for
Plans and
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T. F. COSTELLO

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T. F. COSTELLO & CO.

CONTRACTORS & BUILDERS OF

Grain Elevators
AND
Warehouses

Plans and Specifications Furnished. Call
on or write us.

412 S. Third St., Minneapolis, Minn.

STEEL

Twenty Million

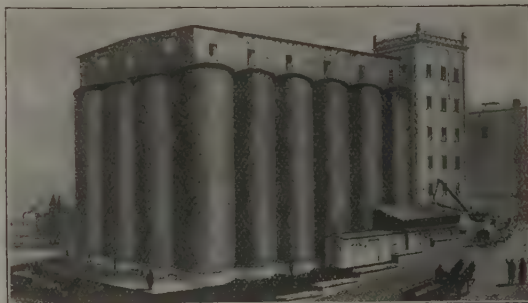
Bushels Capacity
of Our Construc-
tion now in use.

WRITE FOR ESTIMATES

STEEL STORAGE AND
ELEVATOR CONSTRUCTION CO.

BUFFALO, - N. Y.

STORAGE



This Steel Elevator and Tile Grain Storage
was recently completed

for

JOSEPH SCHLITZ BREWING CO.

Milwaukee, Wis.

by

The Barnett & Record Co.

GENERAL CONTRACTORS

MINNEAPOLIS

MINN.

GRAIN ELEVATOR BUILDERS.

SQUARE BIN FIRE PROOF ELEVATORS

A SPECIALTY.

BRICK OR TILE.

We also have facilities for building modern country elevators quickly.

G. T. HONSTAIN

518 Corn Exchange
MINNEAPOLIS, MINN.

Macdonald Engineering Co.,

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

Monadnock Bldg. CHICAGO, ILL.

John S. Metcalf Co.

ELEVATOR BUILDERS

623 THE TEMPLE

Plans and Specifications a Specialty. CHICAGO

Witherspoon, Englar & Co.

GRAIN ELEVATOR CONSTRUCTION

Steel, Hollow Tile, Concrete or Frame

Monadnock Bldg., CHICAGO, ILL.

GEO. M. MOULTON & CO.,

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GRAIN ELEVATOR CONSTRUCTION

Modern Methods—Best Results
Terminal, Transfer and Cleaning Elevators.

N. A. GRABILL

Contractor and Builder of

Grain Elevators

Plans and estimates furnished quickly
DALEVILLE, IND.

C. A. LOWE

ELEVATOR
BUILDER

ENID, OKLAHOMA.

One of Many.

Parker, S. D., Dec. 28, 1904.

The Younglove Construction Co.,

Mason City, Iowa.

Dear Sirs:—Have just returned from Centerville and find the elevator all right. I think it is the best built country elevator I ever saw that was put up by a contractor. From the foundation up you have given me a good job, and the material used is of good quality. Am well pleased.

Yours truly,

C. W. THOMPSON.

OUR FRIENDS ADVERTISE US

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Office 407-409 Commercial Block.

Grain Dealers of the country that contemplate building Elevators this season, write me and I will mail you information that will be of use to you.

M. ROWE, Elevator Builder
CLARKSVILLE, IOWA



We do not claim to be better than the best, but we do claim to do better work than the rest.

LET US
FIGURE
WITH
YOU

BURRELL

ENGINEERING & CONSTRUCTION CO., (INC.)

263-265 LaSalle St., Chicago, Ill.

FRED FRIEDLINE ELEVATOR BUILDER
Chicago, Ill.



200,000 Bushel Elevator and 1,000 Barrel Mill Constructed for
T. H. Bunch, Little Rock, Ark.

If you intend building a Grain Handling Plant of small or large capacity it will pay you to employ an architect who can meet your requirements and an engineer who can erect the plant so that you can operate same with minimum expense. I have pleased others and would like to hear from you.

Present Address **LITTLE ROCK, ARK.** P. O. Box 336

**MODERN
GRAIN
ELEVATORS**

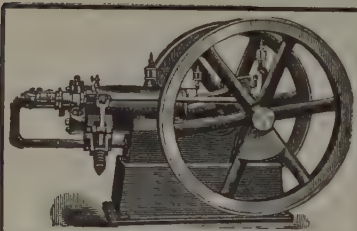
Any Style and Capacity
Designed and Built by

L. O. HICKOK

MINNEAPOLIS

226 Flour Exchange. MINN.

GRAIN ELEVATOR SUPPLIES.



Sole State Agents HOWE Gasoline Engines. Special Agents HOWE Scales.

MANUFACTURERS OF Elevating, Conveying and Power Transmitting Machinery. Complete Equipments for Grain Elevators a Specialty.

York Foundry and Engine Works
Warehouse; OMAHA, NEBR.
Office and Works: YORK, NEBR.

If You Don't
buy your goods of us
We Both Lose Money

Complete line of
**ELEVATOR MACHINERY AND
SUPPLIES**

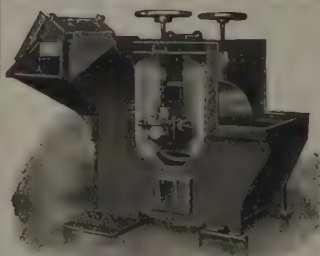
H.L. Thornburgh & Co.
Chicago, Ill.



**A NEW ERA PAS-
SENGER ELEVATOR**
should be in every Grain Elevator. Self-lifting. No power required.

Sidney Eltr. Mfg. Co.
Gentlemen:
We heartily recommend your elevators, and would not build an elevator of any size, however large or small, without equipping it with one or more of your lifts.

R. F. CUMMINGS,
Clifton, Ill.
Can be put in old houses at small expense. Write us.
SIDNEY ELEVATOR MFG. CO.
SIDNEY, OHIO



16 inch pulley—16 inch face.
NON-CHOKING.

A MACHINE

That lifts twice as much grain as you are now doing, in the same length of time, either saves fifty per cent. of the actual wear on your machinery, or makes it last twice as long, an item of no small import to elevator men. The

HALL NON-CHOKABLE BOOT

will do that very thing, and not choke while doing it—saves the labor and cost of an attendant by its automatic operation, and destroys all possibility of fire starting from the usual causes. Investigation will pay you.

Send for
Catalogue "D"

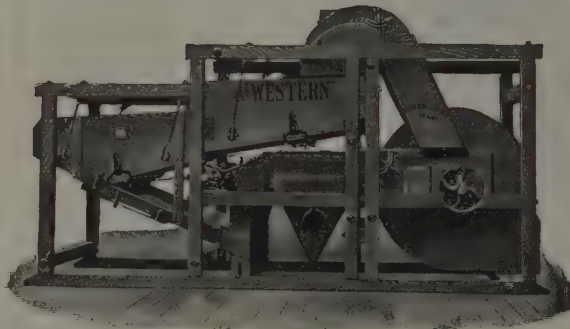
HALL DISTRIBUTOR CO.

SENT ON TRIAL.

222
First Nat. Bank Bldg
OMAHA, NEB.



"Western" Warehouse Sheller



"Western" Shaker Cleaner

Do You Intend to Build an Elevator this Season?

If so, correspond with or see the

UNION IRON WORKS

DECATUR, ILL.

Plans to Suit Each Location by a Licensed Architect

Manufacturers of the justly celebrated WESTERN MACHINERY—Corn Shellers, Corn Cleaners, Elevator Heads and Boots, Pulleys, Boxes, Shafting, etc.

WRITE FOR OUR CATALOG AND PRICES

GRAIN ELEVATOR SUPPLIES.

A GRAIN SPOUT

That will load cars
without
shoveling.
It is worth its
weight in gold
It will save you in
labor all it costs in
less than a month.
Send for Prices to

H. SANDMEYER & O., Peoria, Ill.



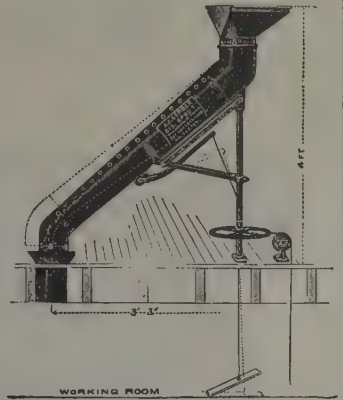
ORDER THE NO. 2

GERBER IMPROVED Distributing Spout

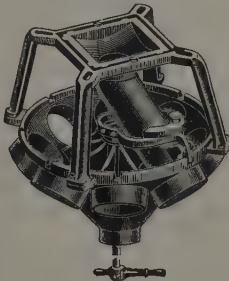
and be convinced that it is the
best spout you can secure for
your elevator. We make a
specialty of mill and elevator
spouting.

For particulars write

J. J. GERBER,
Minneapolis, Minn.



THE HALL SIGNALING DISTRIBUTOR



6-inch, 8 ducts.

NON-MIXING.

You may buy all kinds of machinery for
distributing your grain as it is elevated, but
you'll never buy right until you have pur-
chased

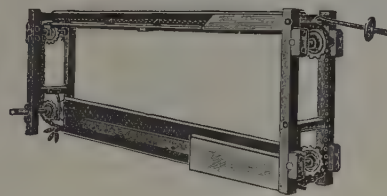
THE HALL SIGNALING DISTRIBUTOR.

Why? Because all others mix grain in
distribution. The Hall not only prevents
grain being mixed, but signals you automa-
tically when a bin is full, prevents choking
of the leg and fills the bins to their full ca-
pacity, and all without worry or drudgery.

**SENT ON TRIAL.
SEND FOR BOOKLET.**

Hall Distributor Co.

222 First Nat. Bank Bldg. OMAHA, NEB.



Improved Chain Drag Feeder Best Made

Suits all Locations

No Wastage or Mixing Grain

Takes up no Room in Dump

We Manufacture a Complete Line of

**MACHINERY AND SUPPLIES, CORN SHELLERS,
CORN CLEANERS, DUMPS, HEADS AND BOOTS**

Write for Our Catalog and Prices

The Philip Smith Co., Sidney, Ohio

The Value

of an advertisement depends upon placing
it before the right persons. You can get
your advertisements before the grain deal-
ers of the country by using space in the

GRAIN DEALERS JOURNAL

ELEVATOR SUPPLIES

We can equip your elevator
from top to bottom. If you need
a gasoline engine, a grain
cleaner, scales or anything for
your elevator, we have it and
can ship promptly. Get our
catalog now, then tell us your
troubles.

C. D. Holbrook & Co.
MINNEAPOLIS, MINN.

Beginning of Movement

This Car Mover Can't Slip

End of Movement

It has two four cornered spurs which catch the outside edges of
the rail where it is soft and holds its grip. Should edges become
dull they can be turned eight times before requiring sharpening.
Double spurs give twice the hold on the rail. No springs to wear
out, as raising handle raises spurs. Light weight, only 15 lbs.
Easiest to operate. Price \$5.00. If not found satisfactory in every
respect, return at end of 10 days and get your
money back. Agents wanted everywhere.
Western Specialty Co., 499 Dalton St., Appleton, Wis.

Our Sacks Outlast 'Em All

Its Quality-Strength-Make
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Milwaukee Bag Co.
MILWAUKEE, WIS.

REAL MERIT.



Clipper Cleaners have merit, that is why they are in use by thousands of elevators all over the world.

Clipper Cleaners are adaptable to all purposes.

Properly equipped with correct assortment of screens it will clean wheat, oats or other grain for seed or market with less waste than any other machine.

It will clean seeds, clovers, millet, timothy and light grasses to perfection, and on beans, peas, corn, hemp, flax, etc., it is unexcelled.

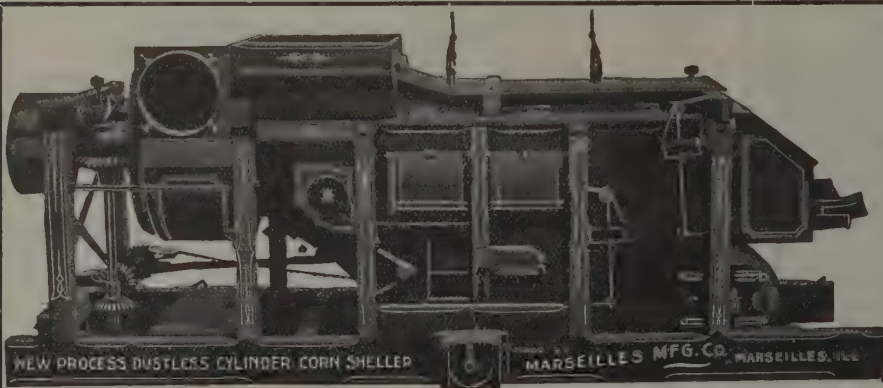
The **strong points of the "Clipper"** machine are: **simplicity**, both in operation and installation, **durability**, **capacity**, extra fine work and the **small amount of power** required to operate them.

Our machines are all guaranteed to be as represented, and sold on thirty days trial.

Join the procession and become one of our thousands of satisfied customers.

Write for our catalog

A. T. FERRELL & CO., Saginaw (W.S.) MICHIGAN



**THIS IS THE
New
Process
Dustless
Warehouse**

CORN SHELLER, SEPARATOR AND CLEANER

Shells Well and Cleans Clean,

Takes all the corn off the cob.
Does not crack or grind the grain.

This combined sheller and cleaner has vibrating cob and grain shoes hung on springs; also blast and suction fans and thoroughly separates the shelled corn from the cobs and other refuse. This style sheller can be furnished with or without ear corn feeder, shelled corn elevator or cob carrier; either one or all can be attached and driven from the machine. Made in four sizes with capacities ranging from 250 to 1200 bus. per hour. Send for our catalog. It fully illustrates and describes our line of shellers and cleaners as well as all the machinery and supplies needed in the building and equipment of an up-to-date elevator.

Marseilles Manufacturing Co., Marseilles, Ill.

GRAIN WANTED.

MILLING BUCKWHEAT wanted. Address H. J. Klingler & Co., Butler, Pa.

GOOD MILLING BUCKWHEAT wanted in car load lots. Write for price. Address Johnson & Son, Goshen, Ind.

EAR CORN WANTED in car lots. Also oats, rye, hay and tangled rye straw. Address Johnson & Son, Goshen, Ind.

WANTED—Oats, white, black and dark mixed. Send samples and prices. Address Louisville Seed Company, Louisville, Ky.

WANTED COUNTRY SHIPPERS of grain to quote lowest prices f. o. b. on corn and oats. Address Bennett & Hawkins, Nashville, Tenn.

WE ARE always in the market for EXPORT CORN. Highest prices. Consignments corn and oats solicited. Write us. Thos. Johnson Co., Baltimore, Md.

I WISH a few accounts of first-class corn and oats shippers. Those not now represented in this market preferred. A. B. Clemmer, 439 Bourse, Philadelphia, Pa.

EAR CORN wanted—25 cars good, sound, clean yellow ear corn. Also in market for shelled corn, oats and hay. Shippers let us hear from you. We wish to make your acquaintance. Marietta Brokerage Co., Marietta, Ohio.

HOT CORN, worth 33c delivered New York. MUSTY or HEAT BURNT WHEAT, for chicken feed, prices as to sample, but not over 85c delivered New York. Address The Larrowe Milling Co., Produce Exchange, New York, N. Y.

WANTED, sealed bids on or before 10:30 a. m., February 18, 1905, on the following: All articles to be delivered c. i. f. at either Colon or La Boca, Isthmus of Panama. A certified check in sum equal to ten per cent of the aggregate amount of the bid, must accompany each bid: 1,300 bushels yellow corn (56 lbs. to bu.), must be free from dirt and of good quality; 1,300 bushels western oats (32 lbs. to bu.), must be delivered in new double sacks, not exceeding 150 lbs. net, to each sack, free from dust or other impurities; 100 tons hay (2240 lbs. to ton), must be of best quality baled timothy, wheat, oat, or oat and wheat mixed, of good green color, free from dirt and other impurities and properly cured. Must be baled and compressed to 82 cubic feet per ton or less. For further particulars address J. G. Walker, Chairman, Isthmian Canal Commission, Washington, D. C.

PURE BRED—FIRE DRIED
SEED CORN
Grown and raised by
R. S. STALL & CO.
Thorntown, Boone Co., Indiana
WRITE FOR CATALOGUE

GRAIN WANTED.

OFF-GRADE, light wheat wanted. Mail samples. Address, W. H. Small & Co., Evansville, Ind.

GRAIN WANTED—We handle everything in the grain line. Have outlet for off-grades. Send us your consignments and we will guarantee you satisfaction. Address National Grain & Hay Co., Indianapolis, Ind.

NEW YELLOW EAR CORN wanted. Also all grades new and old shelled corn, oats, and etc. I am a steady buyer car lots for direct shipment from interior points. Address J. C. Mitchell, 255 La Salle St., Chicago, Ill.

OATS WANTED—I am in the market for car lots Early Champion, Kherson and Lincoln oats for February delivery. Send sample and quote price either f. o. b. your track or delivered here. Henry Field, Seedsman, Shenandoah, Iowa.

GRAIN FOR SALE.

WHEAT, OATS, CORN and ground feed for sale. J. A. Sauer, LeMars, Ia.

CORN, MILO MAIZE and Kaffir corn for sale. R. J. Bishop & Son, Gage, Okla.

WHITE WHEAT for sale. If in need of white wheat write or telegraph Sam Williamson, Salt Lake City, Utah.

MIXED CARS a specialty—flour feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.

GRAIN, seeds, hay, corn and oats chop a specialty. We ship split cars of corn, oats, chop and flour. Address Mead Grain Co., Union City, Ind.

GRAIN FOR SALE—"Phoenix Brand" Poultry Food, "Monitor Brand" Chick Food, Chicken Feed Wheat, Kaffir Corn, Feed Barley and a full line of materials suitable for feeding poultry and pigeons. THE ILLINOIS SEED COMPANY, Chicago, Ill.

HAY FOR SALE.

HAY FOR SALE—No. 1 prairie 2 timothy hay in large quantities. I will quote delivered prices. Write me. P. L. Rivard, Pocahontas, Ia.

SEVERAL CARS of good No. 1 and No. 2 timothy hay and 2 cars No. 1 long rye straw for sale. Address Spencer Billington, Fultonville, N. Y.

SALVAGE GRAIN WANTED

I buy Salvage grain of all kinds.

Write or wire me.

WM. B. GALLAGHER,
73 Pearl Street BUFFALO, N. Y.

SEEDS WANTED.

ALL KINDS of field seed bought and sold. Consign your seed to me. B. F. Adams, Peoria, Ill.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

BLACK SEED OATS wanted. Send sample and quote us. Address Anchor Hay & Grain Co., 22nd & Morgan Sts., St. Louis, Mo.

AM IN THE MARKET for Medium and Mammoth Clover, Alfalfa Seed, Cane Seed, Early Fortune, German and Broom Corn, Millets. Address J. G. Peppard, Station A, Kansas City, Mo.

SEEDS FOR SALE.

HUNGARIAN Seed for sale. Write for samples and prices. Address C. E. Nichols & Co., Lowell, Ind.

CLOVER SEED, timothy seed, alsike, oats, corn and hay for sale. Don't fail to write us. Address Kinsey Bros., North Manchester, Ind.

STOCK PEAS for sale. Several cars whips, clays, blacks and mixed stock peas. Special prices. Address Sledge & Wells Co., Memphis, Tenn.

MILLET, CANE SEED, Kaffir Corn, Alfalfa, Blue Grass and all kinds Grass Seed for sale. Address J. G. Peppard, Station A, Kansas City, Mo.

MACARONI WHEAT for sale in any quantity. Bromus Inermis, Timothy, Millet, Spring Rye, Etc. Address Fargo Seed House, Fargo, N. D.

WESTERN HEADQUARTERS for Alfalfa, Clover, Timothy, Millet, Sorghum and Kaffir Corn. Write for prices. Missouri Seed Co., Kansas City, Mo.

FIELD SEEDS.—We sell and buy all kinds Farm Seeds. Write us your wants or mail sample of what you have to sell. The Henry Philipps Seed & Imp. Co., Toledo, O.

ALFALFA SEED—Highest award at St. Louis Exposition; also have cane, Kaffir corn and other farm seeds. Write for prices. McBeth & Kinnison, Garden City, Kans.

WE ARE buyers and sellers of Clovers, Timothy, Hungarian, Millet, Blue Grass, Red Top and other Field Seeds. Correspondence solicited. THE ILLINOIS SEED COMPANY, Chicago, Ill.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

SEED CORN and Garden Seeds for sale. Have you ever seen our large catalog on Seed Corn, Garden Seeds, Flowers, Small Fruits, Fine Poultry, Chester Hogs and Polled Angus Cattle? Write us to-day and get our free catalog for 1905. Simon Bell & Son, R. F. D. 3, Junction City, O.

AFTER OUR CONTRACT ORDERS, we have a surplus of the following varieties: Champion of England peas, Telephones, Advancers, Everbearing, Heroines, Duke of Albany, Nott's Excelsiors, American Wonder's, Alaskas, First & Best. Also Jap Millet, and Stowells Evergreen sweet corn. Write for prices stating quantities wanted. Address Forest Seed Co., Cortland, N. Y.

Iowa Grown Fire Dried Seed Corn

Send your name and address on a postal card to J. B. ARMSTRONG & SONS, Shenandoah Iowa and get four large packets of Pure Bred, Fire Dried Seed Corn with catalogue fully describing 25 leading and best varieties FREE. Don't lay this paper down until you have sent for them. Write today, mention this paper. J. B. Armstrong & Sons, Drawer 23 Shenandoah, Ia.

ELEVATORS FOR SALE.

UP-TO-DATE elevators in choice locations. W. A. Thompson, Attica, Ind.

ELEVATOR, 10,000 bu. capacity, for sale cheap. C. W. Montgomery, Onward, Ind.

TWO ELEVATORS for sale. Large territory. Price, \$4,500. Address Lock Box 121, Menlo, Iowa.

ELEVATOR FOR SALE in good Iowa location. Address L. P. G. Co., Box 1, Grain Dealers Journal, Chicago, Ill.

BEST LOCATED ELEVATOR in Oklahoma for sale; ½ cash. Address Ris, Box 6, Grain Dealers Journal, Chicago, Ill.

I WILL sell my elevator, feed mill and lumber yard at Bryant, Ia.; doing a good business in all lines. N. J. Millhaem, Miles, Iowa.

A GOOD PAYING grain and coal business in Western Iowa for sale. Address Grain Box 1, Grain Dealers Journal, Chicago, Ill.

SMALL ELEVATOR in good farming country. Crop good. Splendid feed, coal and tile trade. Address, Lock Box 114, Westport, Ind.

FOR SALE.—My 12,000-bu. elevator in new small town on the C., R. I. & P. road in Northwest Iowa. Address R. P. Dethmers, Plessis, Iowa.

ELEVATOR AND FEED STORE for sale at a bargain. Up-to-date power and grinding outfit. Address F. S. Butler, Richmond, Ind.

A FIRST CLASS ELEVATOR, 30,000 bu. capacity, on very easy terms; price, including machinery, \$3,700. Write at once. The Locators, 63 Merchants Bank Bldg., Winnipeg, Manitoba.

ELEVATOR AND LUMBER YARD at Fulton, Ind., on the C. C. & I. R. R. for sale. Modern improvements, built two years ago. Only elevator and lumber yard in the town. Ten miles from residence. Reason for selling, old age. Address A. D. Toner, Kewanna, Ind.

NEW ELEVATOR, 11,000 bu. capacity, for sale. Located at Longfield on the A. T. & S. F. R. R. in a good farming country. Good grinder; 15 h. p. Foos gasoline engine. Machinery and building new. Competition easy. Price \$2,800; easy terms if desired. Good reason for selling. Address A. W. Schenberger, Wakefield, Kans.

NEW ELEVATOR for sale. Capacity 15,000 bu. Located on the U. P. R. R. in a farming locality. New cleaner; good grinder; 9 h. p. gasoline engine. Also coal sheds with a capacity of 75 tons. All are in good condition. Competition easy. Price \$3,500; terms easy if desired. Address A. W. Schenberger, Wakefield, Kans.

NEW MODERN ELEVATOR for sale, 25,000 bu. capacity; in the best grain section of eastern South Dakota. Good coal, flour and feed business in connection; located in town of 3,000 inhabitants, with good schools and churches. This is one of the best profit stations in the northwest and will be sold at a bargain. Do not write unless you are looking for a good proposition and mean business. Address Drawer A, Canton, South Dakota.

ELEVATORS FOR SALE.

35 ELEVATORS FOR SALE in Indiana, Illinois, Iowa and other western states. Send for list. Aaron Smick, Decatur, Ill.

IF YOU fail to find the elevator you want in this column, advertise your want to the grain trade by using space in our "Elevators Wanted" column.

FOR SALE OR TRADE—A feed and coal business and feed mill doing a good business in a good dairy country. Address Chas. Whiting, Roscoe, Ill.

LARGE ELEVATOR in best corn and oats belt of Indiana for sale. Capacity 100,000 bu. New and modern. Competition good. Write Man, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in southwestern Iowa on main line of C., B. & Q. Doing good business. Hopper scales, gasoline engine. Address Wish, Box 12, Grain Dealers Journal, Chicago, Ill.

GRAIN AND LIVE STOCK business for sale. Good location in Kansas. Good farming country; business established 24 years. Reasons for selling, old age. Address Alex Knott, Belle Plaine, Kans.

FOR SALE or exchange for a farm: a new 20,000-bu. elevator on Panhandle R. R. in eastern Indiana; fine farming country; no stock fed to speak of. Address J. W. Owens, Saratoga, Ind.

ELEVATOR AND MILL in splendid locality for sale at \$17,000. Capacity 30,000 bu. Doing \$95,000 yearly, net profit \$11,500. \$7,000 cash; balance easy. Address The Locators, 63 Merchants Bank Bldg., Winnipeg, Manitoba.

TWO ELEVATORS for sale. One 50,000 bushel and one 20,000 bushel. Seven miles apart. Good fuel and feed business in connection with the 50,000 bushel house, which is located in town of 1,500 population. Both gasoline power, and located in the best wheat country in the Red River Valley of North Dakota. Address Cass, Box 1, Grain Dealers' Journal, Chicago, Ill.

A GOOD NEW OKLAHOMA elevator for sale. 10,000 bu. capacity; well built; in a good country town and doing a good business. Small town; no lumber yard. Any one wanting an elevator and lumber yard, should investigate this. Coal business already established. Will sell at a reasonable figure. This elevator is located in one of the best wheat growing sections in Eastern Oklahoma. Address E. J. Miller, Perry, Okla.

NEW CRIBBED, steel sided, slate roof elevator for sale. Two dumps, one for ear corn and the other for small grain. Two stands for elevators; cups 7½x12 in. and 6½x10 in. Five-ton Howe wagon scale; one hopper scale; No. 2½ Western corn sheller; large size Western shaker cleaner; large size A. T. Ferrell seed and grain cleaner; gravity car loader. Brick engine house; 20 h. p. Erie engine and boiler. Cob house adjoining; private side track to Penna. R. R. Three lots; fine farming community. 12,000 bu. capacity, easily increased. Low insurance rate. Address Lock Box 21, Bettsville, O.

ELEVATORS FOR SALE.

ELEVATOR, warehouse, hay barn and office for sale. Good grain, hay, potatoes and bean business. Address S. W. Skeels, Conklin, Mich.

ELEVATOR in corn belt of Illinois for sale. Handles over 200,000 bu. annually. Good reasons for selling. Address Bark, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BUILDING and machinery for sale. Both in good repair. Must be moved from present location. Price, \$400. cash. Address A. F. Herr, Groveport, Ohio.

A SMALL LINE OF ELEVATORS in Northwest Iowa, Southwest Minnesota and Southeast Dakota, for sale. Address Elevator Box 1, Grain Dealers Journal, Chicago, Ill.

GOOD MODERN ELEVATOR in eastern Indiana for sale. Capacity 10,000 bushels; in county seat; two railroads. Good grain and seed locality. Address Jerry, Box 2, Grain Dealers Journal, Chicago, Ill.

ONE NEW 10,000 BUSHEL ELEVATOR and coal trade for sale. Good grain and hay point. One corn dump. Reason for selling, other business to look after. W. L. Bristoll, Mt. Blanchard, Ohio.

ELEVATOR AND FEED MILL in a large town in Central Illinois for sale at \$4,000. Big coal business in connection. Have other interest requiring my personal attention. Address Winkle, Box 11, Grain Dealers Journal, Chicago, Ill.

ONE HALF INTEREST in elevator and mill for sale. Water power the year round. Mill running every day and good demand for its entire output. Located in Indiana in good grain section. Address G., Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, 15,000-bu. capacity, for sale, with corn sheller and warehouses to store 50,000 bu. of grain; good wholesale and retail trade; in good black land country; with good corn crop now made; same will begin to move by September 15th. Address, O. H. Black, Leonard, Texas.

ILLINOIS GRAIN AND lumber business in a town of 450 population. Residence, hot water heat, lot, barn, etc., lumber, etc., and all \$5,500. Stock of lumber, coal, etc., at invoice. Might consider good land. Write me to-day if you want to do business. Address Illinois Dealer, Box 91, Grain Dealers Journal, Chicago, Ill.

OHIO ELEVATOR for sale. Located on the Big Four Ry. in a good grain country. 30,000 bu. capacity. No competition; will handle 125,000 bu. grain, 1,200 tons coal. Flour exchange, \$6,000 business per year. Two wagon scales; one hopper scale; one 121,000 lb. R. R. track scale; three corn dumps; 6,000 bu. ear corn crib; one corn sheller and cleaner; one French buhr 20-inch meal and feed grinder. One Eureka cleaner; one clipper seed cleaner; one Boss car loader; one 30 h. p. gasoline engine and one 35 h. p. steam engine. All in first-class order. Address Hunt, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATORS for sale by C. A. Burks, Elevator Broker, Decatur, Ill.

A 30,000-BUSHEL ELEVATOR located in Indiana, modern in every respect. We will take \$8,500, might consider \$5,000 cash, balance good note. If you mean business write us at once. Fox & Cox, Box 109, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND HAY warehouse at Aboite, Indiana, for sale. In the finest grain section of the state. Large flour exchange trade. Good point for retail coal and feed trade. Handles 100 to 200 cars of hay every season. Write S. Bash & Co., Fort Wayne, Ind.

GRAIN, coal and feed business, including 8,000-bushel elevator with 2,000-bushel ear corn storage. Sheller; corn and wheat cleaner; 16 h. p. gas engine. No competition. Here's a bargain at \$4,000, better investigate at once. Address Iowa Owner, Box 185, Grain Dealers Journal, Chicago, Ill.

GRAIN, LUMBER and milling business for sale. Central Iowa; elevator capacity, 40,000 bu.; crib capacity, 25,000 bu. Big corn crop; good town, 400; good school, church, and banking facilities. For full description, price and terms, address Berts, Box 9, Grain Dealers Journal, Chicago, Ill.

NEW, UP-TO-DATE elevator, 35,000 bus. capacity, for sale. Complete with meal buhr and feed grinder. 25 h. p. gas engine. Flour Exchange doing \$6,000 business per year. Hay barn, 500 tons capacity. Handle yearly 100,000 bus. grain, 1,500 tons hay. Splendid location for lumber yard. No opposition. Address C. E. Lamotte, Saint Marie, Ill.

INDIANA ELEVATOR for sale. All-most new. 15,000 bu. capacity. No competition. In an average year this elevator will handle 200,000 bu. corn, wheat and oats, 1,200 tons coal and 25 cars tile. Also 1,000 to 2,000 bu. seed. Good flour trade. Splendid location for implements, lumber or live stock. This is a gilt edge property and will bear the closest investigation. Price, \$7,500. Address A. B. C. Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, capacity 10,000 bu., for sale in best wheat belt in Okla. Handled 125,000 bu. wheat last year. Elevator built two years. 7 h.p. gasoline engine; No. 3 Eureka cleaner; 200-bu. Howe hopper scale; Howe wagon scale; two legs. Elevator boxed and sided with ship-lap. Town of 700 inhabitants; good churches and fine brick school-house. Also coal bins on side track and coal business. Best of competition. Address Hut, Box 2, Grain Dealers Journal, Chicago, Ill.

WE OFFER for sale at Olive Branch, Ill., on the C. & E. I. R. R., 20,000-bu. cribbed elevator, covered with drop siding; corn cribs for 5,000 bushels; two 5-ton wagon scales; one 500-bushel hopper scale; one stand of elevators large size; Huntley cleaner; 10 h. p. gasoline and 25 h. p. steam engine. Plant is almost new. Ships about 75 cars wheat and 20 cars corn; business growing each year. 10,000 seamless cotton bags. Plant pays for itself every three years. Price, \$5,000. Address, The Sidell Grain & Elevator Co., Sidell, Ill.

ELEVATORS FOR SALE.

THREE OHIO ELEVATORS varying from \$4,500 to \$6,500, in good territory, and in good towns; write us if you want to buy something worth the money in Ohio. Address We, Us & Co., Box 103, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR TRADE—Twelve thousand bushel capacity elevator at La Grange, Ind. Gasoline engine power. Fine grain country. Excellent retail trade in flour, seeds, coal, lime and cement. Write Guy Harris, in care of S. Bash & Co., Fort Wayne, Ind.

\$3,200 BUYS an 18,000-bushel elevator with 2,000-bushel ear corn storage, and additional crib capacity for 2,000 bushels. Sheller; wheat cleaner; Fairbanks hopper scales; steam engine. Located in Indiana town of 1,200. No competition. Might consider good farm land close to town. Write me if you mean business. Simpson, Box 163, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

GOOD 40-bbl. roller mill, hay and feed warehouse in connection, for sale or exchange. Plenty of wheat. Address Purvis Milling Co., New Lexington, O.

FLOUR AND FEED MILL, Allis system, for sale or exchange. Water-power and natural gas; no competition; chance of a lifetime. Address E. B. Kreason, Hornellsville, N. Y.

A GOOD WATER POWER MILL for sale. Has warehouse, light plant, and quite a bit of good ground. Mill and all worth \$20,000; price \$10,000. Address E. E. Holbrook, Juliaetta, Idaho.

FLOUR MILL, with water power and masonry dam, in beautiful Minnesota village, for sale. Capacity, 175 bbls. Trackage facilities. Address Robert G. Morrison, 506 Phoenix Building, Minneapolis, Minn.

100 BBL. MILL in connection with 20,000-bu. elevator on K. C. S. R. R. in good country, for sale on credit, taking part in flour as payment. Or will trade for merchandise or a farm. We are open for a deal right now. Address Bert R. Farmer, Mgr., Anderson, Mo.

FLOUR MILL and elevator for sale. Located in first-class grain district; seldom have to ship in any grain. Fuel is cheap, having coal mines all around. Running full time with a capacity of 80 bbls. A big money maker; is earning a net profit of 25 per cent per annum. Reason for selling, poor health. Address H. P. Davis, Rosedale, Ind.

SIXTY-BBL. steam sifter mill for sale in Ohio. Lately remodeled and running full time on solid established trade. Located in good wheat country; good exchange trade, with meal, buckwheat and rye flour machinery complete. Reason for selling is not lack of trade. Further information to interested parties. Address Rinehart Bros., Uniopolis, Ohio.

LOCATIONS WANTED.

WANTED LOCATION for flour and feed store to handle my flour and feed. Must have a population from 3,000 to 5,000. In Central Indiana. Address Rey, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED AN ELEVATOR to rent. Address Box 62, Parkersburg, Ia.

WANT TO BUY an elevator. Address Box 154, Lesterville, S. D.

WANTED TO BUY FOR CASH Illinois elevators. Address Vis, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED, that are handling a good business. Address J. W., Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY elevator doing good business in grain and coal. Give full particulars. Address W. O. Rearick, Milroy, Pa.

WANTED TO BUY ELEVATOR of large capacity in northern part of Illinois. Address J. B. H., 164 Davis St., Bradford, Pa.

WANTED TO BUY two or three elevators in good corn territory in Southwestern Iowa. Address Ola, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED MEDIUM-PRICED ELEVATOR doing good business. Nebraska or Kansas location preferred. Address H. R. S., Box 196, Kensington, Kans.

I WISH TO BUY or rent a small line of elevators. Iowa preferred; with good competition; doing not less than 75,000 bu. each. Address B. A., Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in Western Ohio or Eastern Indiana. Doing a business of 100,000 bu. or more in an average year. Will not object to good side lines. Terms, cash. Lock Box 66, West Milton, O.

ELEVATOR WANTED, in Ohio or Eastern Indiana, in exchange for an improved farm of 134 acres in Tennessee. Write us for full particulars and description. McMorran Bros. & Co., St. Paris, Ohio.

ELEVATOR, in southern Minnesota on the Omaha R. R., wanted in exchange for a section of wild land free from incumbrance near Carrington, N. D. Address Box 594, Windom, Minn.

ELEVATOR WANTED in corn and oats territory of Illinois or Western Indiana handling not less than one hundred thousand bushels per annum, located in a town having bank and schools. Gas engine power preferred. Address, with description and terms, Manager, Box 834, Auburn, Ind.

LOCATIONS.

FACTORY PROPERTY.

The best proposition for manufacturing cereals in the world.

Only

KINGSLEY, 49 Niagara St., BUFFALO.

LOCATIONS FOR ELEVATORS

ARE YOU LOOKING for a location for an elevator? Address B. Thomas, President The Belt Co. of Chicago, Room 13, Dearborn Station, Chicago.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

OLDS 25 h. p. gasoline engine in good shape for sale. Address Johnston Grain Co., Kewanee, Ill.

ONE 16 h. p. steam engine complete for sale. Excellent condition. McMorran Bros. & Co., St. Paris, Ohio.

GASOLINE ENGINES, 1, 2, 4, 8, 10, 15, 25 h. p. State power wanted. Address J. Fox & Co., Covington, Ky.

ONE DAVIS gasoline engine, 22 h. p., for sale. Good as new. Price \$300. Oregon Self Feeder Co., Oregon, Wis.

GAS AND GASOLINE engines for sale or exchange. Address Alexander & Crouch, 33 So. Canal St., Chicago, Ill.

ST. LOUIS CORLISS ENGINE. 20x42, for sale. Good as new. For particulars apply to the Aug. J. Bulte Milling Co., Kansas City, Mo.

FOR SALE CHEAP, one 125 h. p. 14x20 Atlas Heavy Duty Automatic Engine; almost new.

F. E. PFANNMUELLER & CO.,
733 ROOKERY BLDG., CHICAGO.

A GOOD, DOUBLE CYLINDER, 75 h. p. gas engine for sale. Has been used but a short time. Will sell cheap. Write the Jay Grain Company, St. Marys, O.

FOR SALE: ten small steam engines and boilers; one 2 h.p., 3 h.p. and 8 h.p. Fairbanks gasoline engines. Address The E. E. Hollister Co., 122 South Fifth St., Quincy, Ill.

FOR SALE—One 8-h.p. Pierce; 1 5-h.p. Webster; 1 25-h.p. Charter; 1 7-h.p. Charter; 2 6-h.p. Fairbanks Upright and one 12-h.p. Otto. C. D. Holbrook & Co., Minneapolis, Minn.

SECOND-HAND GASOLINE engines; 6 h. p. Lewis; 8 h. p. Otto; 12 h. p. Webster; 25 h. p. New Era; 50 h. p. Otto; 11 h. p. Foos. Write Colborne Mfg. Co., 35 Indiana St., Chicago.

FOR SALE—The following gas and gasoline engines: 60-h. p. Foos; 65-h. p. New Era; 15-h. p. Lambert; 3½-h. p. Des Moines; 2½-h. p. Fairbanks. Backus Gas Engine Co., 22 S. Canal St., Chicago, Ill.

ONE 50 h. p. Miller gas engine, double cylinder, all overhauled and in first-class condition, for sale. Also one 20 h. p. upright gas engine, all overhauled and in first-class condition. Address The Philip Smith Co., Sidney, Ohio.

SECOND-HAND GASOLINE Engines at a bargain. One 8 and one 14 h. p. Otto; one 20 h. p. Foos; one 6, one 15 and one 25 h. p. Fairbanks-Morse; one 10 and one 18 h. p. Lewis; one 30 h. p. Webster. Write A. H. McDonald, 36 W. Randolph St., Chicago.

PEKIN REVERSIBLE MARINE Gasoline Engines for sale. We reverse the engine. We use solid propeller; no gears required. If you see this engine, you will buy no other. Price reasonable. 1½ to 32 h. p. Address J. F. Atherton & Co., 65 South Canal Street, Chicago, Ill.

The Rate for Advertisements in above Departments is 15 cents

ENGINES FOR SALE.

STEAM ENGINE, 12x24, for sale; fitted with new drop cut off valves; economical under load of 60 to 80 h. p. Address Walter S. McKinney, 204 Dearborn St., Chicago, Ill.

ENGINES AND BOILERS.

FOR SALE: 1 boiler, 16x66; dome 32x36; 54 4-in. flues, with fronts in good order. Frank G. Ely, Traders Bldg., Chicago, Ill.

ONE 25 h. p. Brownell tubular boiler, 2½ in. flue, with front and grates, for sale. Only been used short time. Address Chamberlain Bros., North Lewisburg, Ohio.

ONE STEEL HORIZONTAL BOILER, 25 h. p., for sale. Also one 12 h. p. Nagle engine. Less than one-half original cost. The B-B Mfg. Co., 50 Masonic Temple, Davenport, Ia.

THREE 72x20 second-hand boilers that will stand 175 lbs. cold water pressure or 125 lbs. steam pressure; in first class condition. A bargain. Address Manufacturers' Supply Co., Minneapolis, Minn.

MISCELLANEOUS.

LIST YOUR ELEVATOR for sale or trade. Have cash buyers. Address Aaron Smick, Decatur, Ill.

WANT TO REPRESENT reliable shippers throughout Indiana and Ohio in Philadelphia. Address Shipper, Box 1, Grain Dealers Journal, Chicago, Ill.

VENTILATE YOUR EAR CORN: No matter how perfectly your corn keeps on the outside of the crib, it will keep better in the middle of the crib if you use Beale's Patent Movable Corn Crib Ventilators. Just the thing to make No. 2 corn. Reasonable terms. Address N. S. Beale, Patentee, Tama, Ia.

NO USE FOR HOT BOXES. Grain elevator men, give us your names and postoffice addresses and we will send you samples of our lubricating oil and grease by mail, prepaid, with prices showing you a saving of from \$3. to \$7. per barrel on the highest fire test oils made. Address Independent Oil Co., Mansfield, O. Mention this paper.

TO EXCHANGE—Three tracts of desirable rice land located near Houston, Tex. I will trade either or all three of these tracts on a fair basis for grain elevator property. If you want to turn your elevator into cash immediately, you will not be interested in this advertisement, if however, you are willing to make an investment in cheap land in a growing country and are willing to wait four or five years, you will be interested. Not only will this be the means of your getting your cash out of your property, but in the meantime the land will have advanced and you will have excellent returns on your investment. Address W. C. Bridge, Attica, Ind.

ELEVATORS FOR RENT.

STEEL STORAGE TANK, 55,000 bu. capacity, to lease, with track, track scale and elevator privileges. Address, T. G. White, Cedar Rapids, Ia.

MACHINES FOR SALE.

ONE NO. 8 BOWSHER grinder in good condition for sale. Address Walter G. Trumpler, Tiffin, Ohio.

FOR SALE—One Appleton mill and crusher; 2 Triumph corn shellers. C. D. Holbrook & Co., Minneapolis, Minn.

FOR SALE—No. 2 Marseilles sheller. Good as new, only shelled 10,000 bu. Wilder & Pearson, Laddonia, Mo.

ONE NORDYKE & MARMON double roll feed mill for making corn-meal for sale. The Philip Smith Co., Sidney, O.

FOR SALE—1 No. 2 Marseilles sheller; used one year; 1 100-bushel U. S. hopper scale. Both in good condition. Address, M. J. Lee, Redmon, Ill.

PORTABLE DUMP, suitable for corn or oats, for sale cheap. Also, Marseilles combination sheller and cleaner, and small two-hole portable sheller. Address Woodbury & Files, Muncie, Ind.

TWO NO. 1 cob crushers for sale. Also Beall non-vibrating corn cleaner; ½ N. & M. corn meal purifier; No. 3 Excelsior bran duster and many other machines. Write for list No. 21. Address A. S. Garman & Sons, Akron, O.

ONE NO. 1 Richmond grain cleaner and separator, capacity 200 bu. per hour, for sale. Also one combined corn sheller and cleaner, capacity 100 to 150 bu. per hour. Both in good condition. Or will exchange for feed mills. Address McMorran Bros. & Co., St. Paris, O.

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FOR SALE: One O. D. Marseilles corn sheller and cleaner combined; one 2-hole Badger corn sheller; one No. 1 and one No. 2 New Holland corn and cob crusher; one 10 in. Appleton Disc mill; one 12 in. Vertical Burr mill and one 18 in. Planters Pride mill. Also a lot of second-hand shafting, pulleys, journals, leather, cotton and Gandy belting. Address The E. E. Hollister Co., 122 South Fifth St., Quincy, Ill.

MISCELLANEOUS FOR SALE.

SAVE MONEY ON MACHINERY, engines and boilers, pumps, feed water heaters, fans, blowers, air compressors, gasoline engines. All sizes in stock. Write A. L. Dawson & Co., 29 W. Washington St., Chicago, Ill.

MACHINERY BARGAINS.

500-bu. Fairbanks Hopper Scale, tested and sealed, at \$75.00.

14x36 Allis Corliss Engine with or without Condenser.

Large stock of second-hand boilers from 5 to 100 h. p.

Engines, any size.

Gardner Steam Pumps.

10x14 Morris Centrifugal Pump.

Also a full line of Mill Machinery and Supplies. Address Manufacturer's Supply Co., Minneapolis, Minn.

per line each insertion.

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SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE: three 400-lb., three 600-lb. and two 800-lb. Victor Portable scales. Address the E. E. Hollister Co., 122 South Fifth St., Quincy, Ill.

ELEVATOR SCALES—We make a specialty of wagon, portable, platform, dormant, hopper and warehouse scales. Send for our latest catalog of elevator scales. Osgood Scale Co., 305 Central St., Binghamton, N. Y.

FOR SALE—30 sets of 42,000-pound Fairbanks-Morse Compound Beam Hopper Scales, as good as new. Can furnish framing timbers with these scales. Prices on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

FIVE Fairbanks wagon scales, \$30. each; 1 7½ x 22, \$57.50; 1 five-ton Chicago, \$25. All second-hand but just as good as new. Also special prices on 25 set of our own make. Order quick. The Musgrave Co., Mfrs., Des Moines, Ia.

SCALES FOR SALE: One 6-ton Fairbanks wagon scale, 22 ft. platform. Good condition. Price, \$50.00. Also one 5-ton Howe wagon scale, 14 ft. platform. Good condition. Price \$35.00. Address Smith-Rauch Grain & Seed Co., Lamoni, Iowa.

FAIRBANKS STANDARD SCALES at 70-80 per cent discount. New. Don't pay any more; don't buy second-hand scales when you can get the genuine Fairbanks Standard, new, for less money. Address, for particulars, P. O. Box 194, Chicago, Ill.

ELEVATOR AND MILL SCALES for sale. Our Hopper, Wagon, Warehouse and Railroad Track scales are recognized by successful grain operators as the STANDARD for accurate weights. Not controlled by a trust. Address Des Moines Scale & Mfg. Co., Des Moines, Ia.

MISCELLANEOUS.

HAGERTY BROTHERS, Peoria, Ill. Elevator Supplies and Builders, Spouts, Buckets, Belting.

WE WANT a brokerage connection with firms in touch with Boston, Baltimore, Philadelphia and Cleveland markets, also a good firm doing an export business at Newport News. Address Hoosier & Co., Box 12, Grain Dealers Journal.

CHICAGO CORN AND OATS shipper wanted, also an oats shipper in Milwaukee, some one who is not already represented in this market. Want to represent reliable house only. Address Philadelphia Broker, Box 1, Grain Dealers Journal, Chicago, Ill.

BRAN WANTED.

CORN BRAN WANTED. Address John Wade & Sons, Memphis, Tenn.

WANTED 1 car winter bran in sacks. Name lowest price. H. J. Merthe, Huron, O.

SITUATIONS WANTED.

SITUATION WANTED in elevator. Two years experience; can furnish reference. Address Lock Box 343, Peterson, Ia.

SALESMAN—Experienced in elevator and mill machinery desires position to travel in Indiana and Ohio. Address Lock Box 451, Celina, Ohio.

POSITION WANTED as buyer for some grain firm. Seven years experience. Can give the best of references. Address Temple Box 12, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED, as bookkeeper for some grain firm, or manager of country elevator. Six years experience. Can give references. Address Lock Box 164, Greenfield, Ind.

EXPERIENCED HELP for all kinds of work about an elevator or grain office can be obtained quickly by advertising your want in the "Help Wanted" column of the Grain Dealers Journal.

POSITION WANTED, as buyer or manager for elevator. Twelve years experience in grain and hay. Salary or commission. Bond and reference. Address "K" Box 73, Hebron, Ohio.

SITUATION WANTED by young man as manager country end of grain receiving business. Income now \$.600, but opportunity for further advancement limited. Address Competent, Box 9, Grain Dealers Journal, Chicago, Ill.

GOOD RELIABLE MAN wants position in an elevator. Understands how to handle all elevator machinery and to grade grain. Experienced; A-1 references. Prefer position in western states. Address P. K., Box 11, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

YOU CAN get a good situation if you will watch this column, for grain men desiring help make their wants known here.

PARTNER WANTED.

FOR SALE; One third to one half of capital stock of long established large dividend paying grain and retail lumber business, in good farming community, large territory, thickly settled. Buyer must have good record and some experience and devote all his time to business. Scandinavian preferred. \$10,000 to \$15,000 required. Address Spring, Box 2, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

PARTNER WANTED. Mill and elevator supplies. The best specialties on the market. Exclusive Agency. No stock carried. Commission liberal. Business established. A fine opening for the right man with capital. Address S. E. W., Box 1, Grain Dealers Journal, Chicago, Ill.

INCORPORATED GRAIN AND mercantile company in North Dakota, doing large business and paying over 50 per cent dividends, offer a certain amount of its capital stock at par to a thoroughly up-to-date merchant who can devote all his time to the business. German community. Full particulars given to proper parties. Address Par, Box 7, Grain Dealers Journal, Chicago, Ill.

HAY WANTED.

TIMOTHY HAY and clover and timothy mixed hay wanted. Address John Wade & Sons, Memphis, Tenn.

WE want your next consignment of HAY and STRAW. Address R. F. Morrow Commission Co., Chicago, Ill.

WE WANT TO BUY choice No. 1 and good No. 2 timothy hay. Highest market prices paid. Prompt returns. E. A. Williams, Cleveland, Ohio.

NO. 1 TIMOTHY HAY WANTED.—Large or small bales. Hay handled on all roads. Address J. W. Beatty, Commission Merchant, Philadelphia, Pa.

HAY WANTED.—We buy hay f. o. b. your track and handle on regular commission of 50c per ton. Write us. National Grain & Hay Co., Indianapolis, Ind.

HAY WANTED—Consign your hay to a firm who handles hay exclusively. Liberal advances made. Franklin L. Lewis Co., Prudential Bldg., Newark, N. J.

HAY WANTED—We are shippers and receivers of all grades of hay and straw. Write us. Anchor Hay & Grain Co., 22nd & Morgan Sts., St. Louis, Mo.

OUR COMMISSION, 50 cents per ton. It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

TRY US with a consignment of hay and grain, and be convinced that we can serve you better than any other firm in the business. Elevator and warehouse on N. & W. Railroad. Address Suffolk Feed & Fuel Co., Commission Merchants, Suffolk, Va.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

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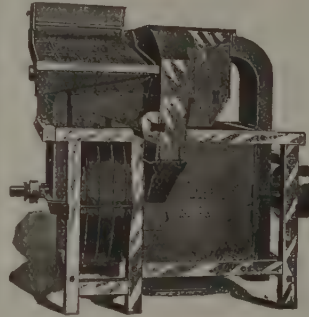
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This is the way it earns money for you.

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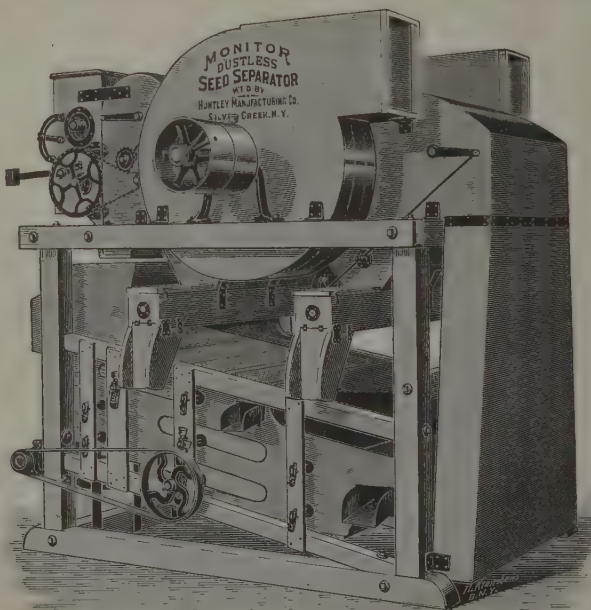
This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

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Silver Creek, N. Y.

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Chas. H. Scott, Nicollet Hotel, Minneapolis, Minn.
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The MONITOR DUSTLESS SEED SEPARATOR

THIS is the most profitable machine for its function on the market to-day. It saves money every working day of the year because of its unexcelled efficiency. The quality of the cleaning is superior to other machines because of its perfect screen separations, improved air separations and the ideal combination of the two. :: :: :: :: :: :: ::

Write to-day for special details of this machine.

Huntley Mfg. Co., SILVER CREEK, N. Y.

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302 Traders Building, Chicago, Ill., F. M. Smith, Agent.
316-318 Fourth Ave., S. Minneapolis, Minn., A. F. Shuler, Agent.

Hotel Savoy, Kansas City, Mo., H. C. Draver, Southwestern Agent.

121 Front St., New York, N. Y., J. W. Perrine, Agent.
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GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

BY THE

GRAIN DEALERS COMPANY

225 La Salle Street,
Chicago, Ill.

CHARLES S. CLARK, Manager.

Subscription Rates

To United States, Canada and Mexico
One Year \$1.50; Six Months 75 cents; Single
Copies 10 cents.

To Foreign Countries within the Postal
Union, postage prepaid, \$2.00 per year.

A Red Wrapper on your Journal means
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Advertising Rates

furnished on application. The advertising
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medium for reaching the grain dealers and
elevator men of the country is unquestioned.
The character and number of advertise-
ments in its columns tell of its worth.

Letters

on subjects of interest to those engaged in
the grain trade, and trade news items are
always welcome.

Entered at Chicago, Ill., Post Office as
Second Class Matter.

CHICAGO, ILL., JANUARY 25, 1905.

LANDLORD'S liens are not pleasant reminders of what made you think that stranger was a tenant.

"REASONABLY dry" and "reasonably clean"—indefinite terms which mean just what you wish them to mean—are still used by lovers of loose methods in the grain trade.

SHELLING corn as it comes from the field or crib may prove profitable, but it wud surely prove far more profitable if all of the bad ears were removed and shelled by themselves.

WINTER wheat in most sections is covered with a warm thick blanket of beautiful snow and the crop experts may be expected to report the entire crop smothered to death any day.

NATIONAL Union of Farmers is now demanding \$1.20 for wheat, 50 cts. for corn, 40 for oats and 58 for barley and not getting it. The Union's scale of prices is always kept high enuf to attract new members but it does not hold them long.

EVEN Tennessee's legislature is considering seriously a bill to make it a felony to trade in agricultural products except upon the basis of actual delivery. The "speculators" of the state, as elsewhere, have so long been the easy prey of the bucket-shop men they are not likely to give up that territory without vigorous contention.

THE DEALER who begins each day with a firm resolve, To see good in everybody, seldom finds a new excuse for quarreling or bickering with his competitor.

WHEN grain cars are carefully coopered, the doors and windows shud be carefully sealed with a private seal. Then a record of the seals on car at points of origin and destination will prove whether car has been opened.

SANTA FE stockholders voted yesterday to increase its common stock by \$50,000,000, so shippers along that line may expect an early advance in freight rates and charges to earn dividends on this additional water.

ASSOCIATIONS which tolerate members who make overdrafts and will not settle or arbitrate can not expect hearty support from or respect in central markets. Any exchange adopting such a policy wud be boycotted by country shippers and advertised to the trade.

LESS grain covered by a lien wud be sold by tenants if the action were made a penal offense. It is not right or equitable that grain buyers at country stations shud be forced to become collectors for landlords. The man who commits the offense is the one who shud be made to suffer.

THE short Course of Grain Judging at the Iowa State College which closed last Saturday was the best attended short course held at Ames, and the Iowa exhibits of corn showed such marked improvement over previous exhibits as to give gratifying encouragement to the workers in the cause of better corn.

MISSOURI feeders have been ignoring the regular local grain dealers and buying their supplies of corn from the regular dealers of adjoining states, but they are not likely to do so any more, as the regular dealers of the nearby states will decline to supply them except thru their local regular dealers.

INTRASTATE freight rates in Illinois, Iowa, Minnesota and Wisconsin have been compared on the mileage basis recently by different parties with startling results. Bills providing for reductions of 17 to 25 per cent have already been introduced in the Illinois and Wisconsin legislatures and early action seems probable in both.

SHIPPERS wud facilitate business by sending drafts attached to bills of lading direct to a first-class bank in home of drawee. When drafts are sent by local country banks thru a dozen other banks before being presented to drawee, the chances are greatly in favor of some one's having demurrage to pay. A few roads insist, and rightly, on having bill of lading before giving possession of the property it calls for.

TEXAS politicians are trying to saddle a \$45,000 per month "grain inspection" gang of feeders upon the trade of that state, but naturally they are meeting with much opposition.

AN IOWA feeder who shipped in a car load of New Orleans molasses for his live stock is feeding it freely because he fears the flies wud take it away from the cattle in summer time. It is reasonable to suppose that feeders will continue to use some corn for summer feeding.

MIDNIGHT tariffs for grain to the Gulf have such a pernicious habit of disappearing with the break of day some wud-be shippers are considering the advisability of working nights instead of days. A law requiring thirty days' public notice before any change can be made in rates wud check this latest trick to aid favored shippers.

THE 1,200 delegates attending the Interstate Cotton Convention in New Orleans unanimously agree that the acreage planted to cotton must be diminished. Each also agrees that the other planters must reduce their acreages. Resolutions of this character cannot be expected to have any traceable effect on the acreage of either cotton or grain in the South.

INDIANA and several other states have laws designed to prevent the adulteration of food intended for animals which are occasionally enforced at the expense of dealers. Recently a mixer of ground cobs, rice hulls and bran at New Albany was arrested for this offense and other prosecutions are likely to follow. It is much cheaper to respect the law and never profitable long to ignore it.

KANSAS CITY lost two large elevators recently principally because no apparatus had been provided for extinguishing fire. In one case every apparatus had been provided, but no water for the apparatus or the fire engines, so house burned without interference. Is everything provided for extinguishing the fire which may occur in your elevator today or tonight?

KANSAS CITY freight agents are trying to escape liability of their roads for grain destroyed at the burning of two elevators recently and they are especially vigorous in denying liability for grain sent to the elevators for transfer from the car of one line to the car of another. During the last five years Chicago has lost a number of transfer elevators by fire, yet the railroads have paid the losses promptly. If the carriers are not liable some steps shud be taken immediately to define definitely the liability of each party interested so he may take steps to insure himself against further loss. The uncertainties of the business are already numerous enuf to satisfy the most venture-some.

RECIPROCAL demurrage bills are appearing in a number of state legislatures and it seems certain that the carriers must soon deal fairly in this matter of delayage or else pay the penalty. The grain trade needs all the relief it can obtain along this line, hence it behooves grain shippers and receivers to work earnestly for legislation of this character.

"DESTINATION weights and grades" are not the thing to govern sales unless the destination be fixed upon in advance and the shipper know of the facilities afforded. Too much grain is diverted to interior points where the only weighing device is an apothecary's balance and the buyer the only judge of grain who sees it, hence shippers place their bank accounts entirely at his mercy by such careless methods.

EXCHANGE members who will not employ exchange weighmen, inspectors and arbitration committees where provided should be published to the trade and shippers kept advised as to what receivers are availing themselves of every facility to foster fair dealing. A receiver attempting to do business in a market where such facilities are provided, by refusing to use them casts suspicion upon his own business methods.

TRADE differences have never been settled by hot-headed disputes, yet some members of the grain trade never attempt to use any other means. A dinner, a cigar or a friendly word will go far toward healing a breach while fresh eruptions only widen it. Your perverse opinion to the effect that your competitor is in business primarily to drive you out of it, is an idea you should get free from and thereby promote your own peace and business interests.

AGITATION in favor of reciprocal demurrage is becoming more and more general, and the proposition meets with especial favor on the part of country shippers. As one of them said recently "The R. R. Co.'s are always getting out rules telling us what we shall or shall not do, but they don't want to have any restraint on their own actions. If I order a car I have to wait for it; if I ship on the market I have to take chances of a decline while the grain is held up on the road; but if, when it gets there, my commission merchant isn't able to sell it right away at a fair price, I'm soaked for demurrage. It isn't fair, and we're going to have a bill put thro the legislature, this Winter, to provide for such a law as that man Loftus of St. Paul is working for up there." From the talk that is going 'round it looks as though reciprocal demurrage bills would be introduced in a large number of legislatures throughout the country and that they will have strong backing.

ANCIENT Illinois statutes against the legitimate transactions of the Board of Trade can only be repealed by the members presenting a united front to the state legislature. Individual members who have strong views opposed to those of a majority of the directors or of the membership will conserve the best interests of the Board by staying away from Springfield.

EVERY shipper must do his full duty to his business if it is to be given relief from discriminating freight rates by the present Congress. The railroads have active champions in both houses, including the chairmen of the committees on Interstate Commerce, hence the public is sure to lose unless members of both houses are continually bombarded with verbal, mail and wire requests for the enactment of the Quarles-Cooper bill. Do it NOW.

ABSOLUTE power to regulate freight rates must be given the Interstate Commerce Commission before discrimination between persons, places and commodities will cease. The railroads have gouged the public thru the shippers so long that they now seem to think it is their birthright. The shippers ask only what is fairly due them, yet the railroads and their champions like Congressmen Hepburn and Mann try to make out it is anarchistic confiscation. How narrow and deeply seated must be the "prejudice" of these representatives of Iowa and Illinois shippers. Tell your Senator and Congressman of your needs in the way of railway legislation.

CONGRESSMAN Hepburn of Iowa, Chairman of the Committee on Interstate and Foreign Commerce, has shown the railroad influences behind him by introducing a bill designed to silence protesting shippers yet give the railroad companies more freedom to rob the public than ever. The firm enforcement of his bill would do the shippers no good. The Commission's decisions could not be enforced for sixty days and in the meantime an appeal could be taken to a Commerce Court provided for, which would have power to suspend orders of the Commission. Appeals to the Supreme Court are also provided for so a case begun during this century can be kept pending until the next if the railroads desire. A more ambiguous or involved bill could not be desired by the railroads.

"REQUIESCANT IN PACE" is now inscribed above the remains of the uniform bill of lading which the representatives of the trunk lines abandoned at a conference before the Interstate Commerce Commission in Washington yesterday. Its friends evidently thought that agitation would end with the withdrawal of the bill, hence were amazed by the demand of shippers for a bill which should

be fair to shipper and carrier alike and hold carrier responsible for loss or damage to freight without any increase in the rate. Shippers have peacefully submitted to every form of extortion and abuse carriers could think of so long it will take years of demanding and receiving even to receive a small portion of what is rightly due them.

RE-INSPECTION AT MINNEAPOLIS.

Altho there is a wide variation in the opinions as to what it is proposed to do in the matter of re-inspection at Minneapolis as expressed in our department, "Letters From Dealers," this number, still where there is so much rumor some action must be contemplated; and, judging from protests entered by members of the trade against abuses resulting from the established custom of selling the grain subject to re-inspection any old time, it would seem high time that some action was taken to establish practices fair to the interests of both buyer and seller.

At present samples of grain are taken from cars by consignees and these samples are shown on the sample tables of the exchange each day. To start with it is reasonable to suppose that the consignees' samplers would studiously avoid sending in anything but the best grain to be found near the door. If the samplers are working in the interests of their employers, it would be suicidal for them to do otherwise. Hence to start with, Minneapolis is in need of a grain sampling bureau or else this work should be turned over to the grain inspection department, whose inspectors or samplers can easily bring a large sample without much extra labor.

Chicago has a grain sampling bureau operated under the supervision of the Board of Trade and its samples, like those taken where this work is done by grain inspectors, are taken by disinterested persons who are free from any bias in the matter but are prompted solely by a desire to secure a fair average sample of each carload.

The present system of selling grain in Minneapolis to millers and others subject to re-inspection any time before car is unloaded is far from fair to the seller or his agent. The wheat buyers or millers are guided in their purchases by the grade given by inspectors as well as by the sample shown by the seller. If he is not satisfied with the grade of sample it is fair that he should have twenty-four hours in which to re-sample or re-inspect car and reject, but after the grain is at mill ready to be unloaded, the seller can not reject the discount proposition of the miller without considerable expense for reswitching, re-inspection and probably demurrage. Hence on a declining market

it would not be unusual for the miller to find many cars which in his estimation did not come up to sample. The present practice can surely be improved upon to the advantage of both interests.

ARBITRATION OR COMPROMISE.

The impression seems to be gaining strength in different sections of the country that some decisions of arbitration committees have been more in the nature of compromises than decisions based upon the premises involved. Even though such is the case compromise arbitrations are much better than prolonged and acrimonious disputes and lawsuits.

Some local ass'n. arbitration committees have rendered decisions which have been considered somewhat ridiculous by those who took the time and trouble to investigate the merits of the case. However, it seems certain that the committees have tried to do their full duty in so far as time and the work at hand would permit. Either a change must be made in the method of conducting the arbitrations or else some other arrangement should be made whereby members of the arbitration committees can afford to give more time and study to each case.

Arbitration committees must decide cases presented to them entirely upon their merits and without any consideration whatever for the feelings or interests of the contending parties, for if the trade comes to believe that arbitrations are nothing but compromises, then parties having trade differences will decline to arbitrate.

LIABILITY FOR STORED GRAIN.

The number of operators of country elevators who store grain for growers is becoming less each season, yet the number who continue the practice is large. Those who make a business of storing and charge a fee for storage seldom have to be reminded of the danger of fire and the advantage of insuring it or receiving it subject to risk of fire, but the country buyer who takes in grain simply as an accommodation to the farmer until he desires to sell does not realize the necessity of giving notice that grain received for storing must be at "OWNER'S RISK OF FIRE." Cases brought against the elevator owner for losses of this character are generally decided by a jury and in favor of the man who has its sympathy irrespective of the rights of either party.

The Supreme Court of Wisconsin has affirmed the decision of the circuit court against the Mauston Milling Co. and in favor of P. M. Sullivan, a farmer, who had grain stored in the milling company's elevator at Mauston, Wis., at the time it was burned. The farmer delivered the oats at the elevator and received a ticket acknowledging receipt. The farmer claimed the milling company had pur-

chased the grain, while the latter claimed the oats were received on storage. On cross-examination the manager of the milling company testified that the company was in the habit of storing grain for others. Evidence was introduced that plaintiff had delivered to the milling company 3 years before a quantity of grain to be paid for in the future. In the absence of any written contract of storage the verdict of the jury was against the milling company.—101 N. W. 679.

If you will store grain for the growers use printed receipts and insert a clause that the grain is stored at "owner's risk of fire." A large placard bearing clearly stated "RULES GOVERNING STORAGE OF GRAIN" if posted in conspicuous places about the house will also go far toward relieving elevator men of liability for losses due to fire.

EXCHANGE MEMBERS PREFERRED.

It is somewhat remarkable that grain shippers have so much confidence in postal card bids and mimeograph circulars sent out by dealers and firms before unheard of, yet frequently we learn of how a number of shippers have been swindled out of their grain through the medium of just such weak instruments. If a buyer, broker or commission man in a central market which has a well organized exchange has not sufficient funds or confidence in his future business prospects to warrant him in joining the local exchange, then he is not the proper individual to be entrusted with the consignments of country shippers' grain.

A printed letter head which gives the names of the members or individuals making up the firm or corporation we admit is an expression of good faith and honest intent, but it is not an absolutely reliable badge of honesty. The buyer, broker or dealer who is not a member of the central market exchange is surely not in a position to handle grain as advantageously as others who are members of the market's exchange. He who stays out of such organizations denies not only himself but his customers the advantages to be derived through such co-operation and immediately brands himself as being either unprogressive or a trickster. The trickster is averse to joining organizations of that character because he knows that he can not conduct a grain business according to his own ideas of how he can best promote his own interests and still retain his membership.

In some markets are found dealers who would like to become members of the exchange, but are unable to gain admission, generally because their references or reputations are against them. Most of the exchanges of the country out of consideration for the interests of their own members and the reputation of the markets insist that trade differences shall be arbitrated or settled, and most of the decis-

ions of the exchange arbitration committees are considered eminently fair, hence shippers who confine their business to members receive this additional protection.

IDENTITY OF NATIONAL ASSN. WILL BE MAINTAINED.

The pioneer workers in the cause of the Grain Dealers National Ass'n., who gave much time and money to organizing and building up the trade's organization, will be pleased to know that the effort made to merge it with the National Hay Ass'n. has been thwarted. The National Ass'n. has done much to promote and foster the interests of the grain dealers of this country and they need it more to-day than ever before.

The National Hay Ass'n. has also done a wonderful work for the members of that trade, many of whom have no interest whatever in the grain trade. If the harmony and earnest support of hearty co-operation which has made the National Hay Ass'n. so remarkably successful, had attended the efforts of the Grain Dealers National Ass'n., that organization would not now be asking to be taken in by the other.

The grain trade of this country and especially the operators of country elevators are more in need of a strong national ass'n. to-day than ever. The interests lined up against them in national and interstate matters are stronger than ever and unless the grain dealers can hold together and fight vigorously for the promotion of their own interests, they must see their business wiped out by the selfish greed of the larger corporations and the railroad manipulators.

SUPERIOR'S Labor Assembly will make an effort to have Wisconsin's legislature enact a grain inspection law so some of its members can secure sinecure positions. Politicians have forced their feeders on the charity roll of the grain trade in different states but none have ever frankly admitted their purpose.

TOO LATE TO CLASSIFY

[Other For Sale and Wanted Advertisements will be found on pages 83, 84, 85, 86 and 87.]

I AM WHOLESALE GROWER of and sell at wholesale prices to the trade in all quantities seed corn, oats and barley. Special attention given to seed corn. G. M. Gwynn, Essex, Iowa.

KHERSON OATS, the new variety, introduced by the Nebraska Experiment Station, for sale. Samples and quotations gladly furnished on application. Address Conrad Grain Co., Wood River, Nebr.

FOR SALE: One No. 6 New Process warehouse corn sheller, 250 to 300 bushels capacity per hour, nearly new, not shelled to exceed 10,000 bushels; one Joliet field corn sheller, used one year, in good repair. For particulars write E. F. Verry & Son, Armington, Ill.

Letters From Dealers

COMPETITION.

Grain Dealers Journal: We receive letters telling us of the unfair competition with which buyers have to contend, and asking us to help them out in prices in order that they may meet their competitors. We realize what unfair competition means and we know that some will sell at cost rather than see the trade go to another dealer, but as a rule the average man will meet his competitor half way, and the only reason they do not get together is that each waits for the other to make the advance. Now if you desire to stop unfair competition, go to your neighbor, or call a meeting of the dealers in your section. Some may wonder what difference it makes to us. It is this, in the first place we naturally want to see our correspondents do a satisfactory business, and if the buyer is making money it is easier to trade with him, and the quality of the grain looks better if he has 7 or 8 cents profit than it does on 2 or 3 cents margin.—Yours truly, E. A. Grubbs Grain Co., Greenville, O.

DEPRIVES CONSIGNOR OF ALL CLAIM.

Grain Dealers Journal: I take the following from the Louisville Times of recent date: "Theodore Ahrens, president of the Board of Trade, has sent out to all members of that organization a circular letter in which all shippers are urged not to sign the proposed new uniform bill of lading, which, he says, deprives the consignor of freight of all claim of recompense for damage or loss. The adoption of the new bill was recently deferred by the railroads until April 1, and the matter is now before the Interstate Commerce Commission."

You can see from it that Mr. Theo. Ahrens, Pres. of the Louisville Board of Trade, is not idle and I think if all of the Boards of Trade or Commercial Clubs of the different cities will keep after it, it will likely be dropped forever. I am glad to see that your journal is also active in this fight. Trusting that you will have a successful season, I remain, yours very truly, F. F. Lutz, Louisville, Ky.

SEND SAMPLES FOR VALUATION.

Grain Dealers Journal: At certain periods of the year, which during 1904 recurred with greater frequency, probably, than ever before, grain buyers find it profitable to sell wheat directly to interior mills lying between their stations and terminal markets. To such I would suggest that they arrange with their commission houses to quote the market value of a sample of each carload sent to a miller, so that if the man of the hopper refuses it or proposes to apply it at a discount on the score of inferior quality, the shipper will know whether it is wise to settle with him on the best terms possible or to order the wheat forwarded for sale on the market.

It may seem a little out of line to make such a request of your commission merchant, but he must expect that his ship-

pers will send their grain wherever they can get the most out of it, and if he is assured of the handling of what cars are thus forwarded, as well as of a reasonable share of your other business, he will be willing to reciprocate in the manner outlined.

As for the shipper, it is safe to say, judging by the ordinary experiences of a season, that this course will save him many good, round dollars which would otherwise be lost in unnecessary discounts or in mistakes of judgment in forwarding grain on the market when it does not pay to do so. In many ways the grain business can be reduced to a "science" almost as exact as mathematics, and what is known as "applied" mathematics, by the bye, finds as proper a place here as in the curriculum of any college or university.—F. R. O'Brien.

ABUSE OF RE-INSPECTION AT MINNEAPOLIS.

Grain Dealers Journal: With regard to changing the re-inspection rule Mr. McCaull joins me in saying that while it is true that our organization have in mind some amendment to a rule which would prevent the possible abuse of re-inspection privilege, there is no intention to make it impossible for people to call for re-inspection of grain, when sold on grade.—E. S. Woodworth, Minneapolis, Minn.

Grain Dealers Journal: It is our opinion that nothing will ever be done to remove the privilege of re-inspection on cars after purchased, but the time for such re-inspection may be restricted to twenty-four or forty-eight hours.

The handling of this year's peculiar crop has brought out several important questions which never before arose and we think they will be judiciously handled and considered for the good of all concerned.—H. Poehler Co., Minneapolis, Minn.

Grain Dealers Journal: We have been informed that there is an effort being made in our market to abolish the privilege of re-inspection on grain after it has been bought by sample. Our understanding of the matter is simply this: If we sell 20 cars of No. 2 wheat and the buyer looks over each car on our table before making the purchase and accepts the lot, he is then not to be allowed to call re-inspection on the wheat after it gets to his mill or elevator if each car is up to the sample by which the sale was made. The same holds good on all grades. We have no idea that such a ruling will go into effect, however.—Barnum Grain Co., Minneapolis, Minn.

Grain Dealers Journal: The effort that is being made in our market is not to abolish the privilege of re-inspection of grain, but is simply a proposition made for buyers to accept grain by sample, irrespective of inspection. We do not consider it of sufficient importance to think about, because under the State rules, all grain must be inspected, and anything, according to the rules of our Chamber of Commerce, that does not come up to the requisite standard of our grades, is subject to re-inspection, the same as in any other market.—Huhn Elevator Co., Minneapolis, Minn.

Grain Dealers Journal: A petition has been circulated and the matter will be submitted asking for re-inspection to be abolished on grain sold on the floor by sample. Under our present rule, grain coming on the floor, for instance a car of

wheat grading No. 1 will be sold on grade and also on sample. When the car arrives at the mill or elevator, which may be a week or ten days later, the purchaser has the privilege of calling re-inspection and if the grade is lowered, demand a car of the original grade in place, unless the buyer and seller can agree on the proper discount.

The purpose of the intended change is that if a sample is exhibited and the grain is up to sample sold by, there will be no appeal, but the purchaser will have to take the grain at the purchase price. This would not apply to country shipments that come in and are mis-graded.—Loomis-Johnson-Lee Co., Minneapolis, Minn.

Grain Dealers Journal: The matter of abolishing the privilege of re-inspection of grain purchased by sample has not been brought before the Board of Directors. This subject has been agitated by one or two of the country elevator men who base their complaint on the ground that grain in our market is sold by sample and that if the car comes up to the sample buyer should not have the right to call re-inspection.

To our way of thinking this is an absurd position, inasmuch as the buyer who takes 200 or 300 cars of wheat per day cannot possibly have time to weigh the grain and test it for dockage, and should certainly be entitled to call re-inspection if the contents of the car do not come up to the requirements of the grade for which it was purchased. We believe that if such a change in our rules were to be put into effect it would result in buyers calling re-inspection on all cars purchased at the time of purchase in self-protection, and this would work greatly to the disadvantage of the shipper.—F. H. Peavey & Co., Minneapolis, Minn.

Grain Dealers Journal: In regard to an effort being made here to abolish the re-inspection privilege, a petition has been drawn up and submitted to the Directors. It has some real merit, but to put this change into effect would in reality change our whole system of handling cash grain in this market. The petition assumes that the seller should have the privilege of calling re-inspection before he offers his grain for sale, but the purchaser should buy the wheat from the sample, and after having bought by the sample should not have the privilege of calling re-inspection if the car is up to sample.

In this market there is no official sampler in the Chicago sense. All the different firms get their own samples and while these samples are shown on the floor to the millers, in practice the cars are not accepted until they get to the mills, and then if they are not satisfactory to the millers, they are in the habit of calling re-inspection on grade. So, in reality, the millers have the privilege of refusing the car if either the grade or the sample do not suit them. The car being already switched and at the mill, it makes it rather expensive for the seller to take the car away and there would be a demurrage charge and extra switching, so the millers generally have been able to get the discount asked for. If the car is taken away, another car must be delivered in its place.

The new rule is supposed to require the miller to accept the wheat if it is up to the original sample irrespective of the grade. In this market the disposition on all cars must be given to the railway company by 4 o'clock on the day they are received so that it is very hard to get re-

samples of the cars until they have been switched. It would appear to me that it is necessary that we have more time in which to order the cars, if this new ruling will go into effect.

I believe the Chicago way of handling this grain is better than ours, as I understand there the grain must be accepted by the buyer before it is switched, whereas with us the buyer may refuse any time up to the time the car is unloaded at the mill or elevator. The railway companies here, however, object to this extra time for disposition.

I don't think the rule has much chance of being passed, formed as it is at present. —W. S. McLaughlin, Minneapolis, Minn.

Grain Dealers Journal: There was a petition circulated here a short time ago (not to abolish the re-inspection of grain) but rather to do away with some of the abuses that are now prevalent in connection therewith. As the custom now stands, a buyer has the privilege of calling re-inspection on grain after the car gets to his track, providing of course he first serves notice on the seller of his intention to do so. For instance, we sell a car to go to Pillsbury B Mill. After the car gets down on their track they have the privilege of calling re-inspection. Now we have either to submit to that or re-sell the car and order it somewhere else. The latter proposition entails a diversion charge and sometimes a heavy switch and should we re-sell the car and move it we might run up against the same proposition at the next house.

As we understand it, the purport of the proposition is that this being a sample market sales made by sample on the table should stick regardless of grade as long as the car is up to the sample sold by. This we think is a fair proposition to both the buyer and seller. We cannot say what effect the rule will have on the cash grain business of our city. We do not think it will hurt it any and should be satisfactory to the country shipper.—John McLeod & Co., Minneapolis, Minn.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Jan. 25 have been 155,689,000 bus., compared with 167,531,000 bus. for the corresponding period of the preceding year.

Corn receipts for the present crop year prior to Jan. 25 have been 101,398,000 bus., against 94,926,000 bus. for the corresponding period a year ago.

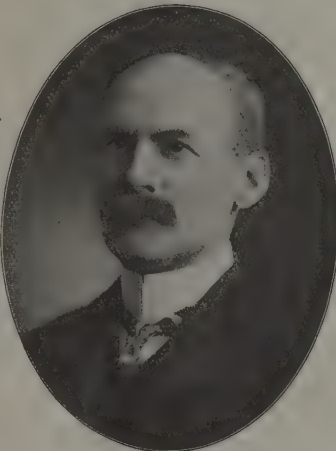
The Shipper's Immediate Need.

Regarding the proposition to establish a Commerce Court, E. P. Bacon says: "I regard the idea as a good one, but in my judgment there is no immediate necessity for it. There is immediate necessity, however, for providing some effective means for the enforcement of the primary provisions of the Interstate Commerce Act. It is high time that a suffering public should be relieved from the situation which places the determination of the question of the extent of the relief needed wholly in the hands of one of the parties to the contest, and that it be placed in the hands of a disinterested tribunal for prompt determination, which shall go into effect at once. This matter should be settled by Congress independently of any collateral question and should be settled

at once. The courts as at present constituted will find no difficulty in handling cases in review of the orders of the Commission if the Quarles-Cooper Bill is enacted."

A Progressive Inspector.

In "Letters from Dealers," page 32 of Grain Dealers Journal for Jan. 10th, we were able to give a statement of the success of the progressive step taken by the Chief Grain Inspector of Minnesota in the grading of coarse grains at Minneapolis during the last year, and it would seem that, if one year's experience in classifying coarse grains in the Chief Inspec-



F. W. Eva, Chief Grain Inspector of Minnesota.

tor's office instead of on the tracks has proved so satisfactory that the Chief Inspector has a fond hope of extending the practice to the grading of wheat, the plan has sufficient merit to warrant its adoption by the grain inspectors of other central markets.

Minnesota's Chief Grain Inspector, F. W. Eva, has been identified with the department some time and it is the hope of the trade that he may be continued in office.

The method of sampling and checking samples of coarse grain taken from cars for inspection is as follows: The regular grain inspectors sample each car by pushing their long brass probes into several places, each time drawing out a vertical section of grain from top to bottom. An average sample of that drawn from triers is then placed in a sack and a ticket put in with it, showing the car number, initial, date, railroad and sampler's name. The samples from each railroad and the different kinds of grain are kept separate.

Coarse grain is not docked in the Minneapolis markets for foul seeds, but graded according to the amount of foreign matter it contains. However, the department has not yet attempted to use mechanical devices for determining the percentage of moisture or foreign matter in each sample, as must be done by grain inspectors who desire to progress and keep in touch with the needs and demands of the trade.

Buckwheat exports for the 11 months prior to Dec. 1 amounted to 103,943 bus.; compared with 31,275 bus. for the same period of 1903.

Meeting of Grain Dealers Union at St. Joseph.

(By wire from our regular correspondent.)

A joint meeting of the Missouri members of the Grain Dealers Union of S-W, Iowa and N-W. Missouri with members of the Kansas and Nebraska Assns. was held in the Commercial Club rooms at St. Joseph, Mo., yesterday.

The meeting was called to order by President Hunter of Hamburg, Ia., about 3 p. m., about forty being present.

After a discussion of ways and means to prevent quotations on corn being sent to irregular dealers in Missouri by regular dealers of Kansas and Nebraska, Mr. Pixley of Osborn, Mo., moved that the secretary be instructed to furnish a list of the regular grain dealers of Missouri to the regular shippers in Nebraska, Kansas and Iowa, and also to members of the Kansas City and St. Joseph boards of trade, with the request that in so far as possible they confine their quotations to the regular dealers at stations listed.

A telegram from Daniel P. Byrne of St. Louis was read, requesting assembled dealers to protest against the bill introduced in the Missouri legislature Jan. 23rd by Representative McDavitt, providing for state inspection of hay. Upon motion by O. F. Beardsley, the secretary was instructed to forward a resolution of protest against the bill to Mr. Byrne.

A vote of thanks was extended to the Commercial Club for the use of its rooms.

Receipts and Shipments at Buffalo.

F. Howard Mason, secy. of the Buffalo Chamber of Commerce, reports the receipts and shipments of grain at Buffalo, N. Y., for the past 4 years as follows:

RECEIPTS AT BUFFALO.				
1904.	1903.	1902.	1901.	
Wheat ...	26,228,878	40,455,328	62,452,696	61,294,248
Corn ...	27,850,969	43,364,979	22,487,554	30,530,848
Oats ...	18,404,884	30,976,088	15,891,387	21,438,515
Rye ...	1,645,948	3,216,983	3,716,628	1,256,284
Barley ...	15,252,990	10,681,655	8,969,865	7,687,239
SHIPMENTS BY CANAL.				
1904.	1903.	1902.	1901.	
Wheat ...	3,338,778	4,683,610	9,530,255	7,041,972
Corn ...	2,338,306	6,566,297	951,681	3,080,020
Oats ...	5,046,709	3,815,759	2,845,183	5,459,776
Rye ...	50,470	429,551	660,817	368,796
Barley ...	2,715,475	2,002,900	2,394,698	2,078,096

Receipts and Shipments at Montreal.

Geo. Hadrill, secy. of the Montreal Board of Trade, reports the receipts and shipments of grain at Montreal, Que., for the past 4 years as follows:

RECEIPTS AT MONTREAL.				
1904.	1903.	1902.	1901.	
Wheat ...	11,812,895	19,546,739	20,177,624	15,884,058
Corn ...	4,124,909	7,786,917	574,706	4,168,610
Oats ...	2,423,873	2,411,627	3,372,509	3,033,182
Rye ...	6,912	607,166	710,264	782,650
Barley ...	1,133,347	515,640	485,752	816,437
Flaxseed .	90,477	636,789	612,354	795,451
Peas ...	194,785	300,064	497,521	838,949
Buckw't .	100,889	98,763	157,085	121,357

SHIPMENTS FROM MONTREAL.				
1904.	1903.	1902.	1901.	
Wheat ...	7,514,616	15,960,084	16,888,505	13,594,686
Corn ...	3,773,807	6,812,374	239,792	4,060,648
Oats ...	1,819,295	1,063,661	1,937,269	2,456,706
Rye ...	4,105	592,635	878,409	769,298
Barley ...	1,006,408	320,683	262,961	636,779
Flaxseed .	none	115,569	330,399	669,634
Peas ...	211,281	281,521	413,885	735,443
Buckw't .	112,997	50,629	163,677	89,453

Asked— Answered

NAMES OF DULUTH ELEVATOR COMPANIES.

Grain Dealers Journal: Is there a paper that gives the names and addresses of the different elevator companies doing business in Minneapolis and Duluth? Yours truly, H. O. Wise, Eldridge, N. D.

LIABILITY FOR GRAIN BURNED DURING TRANSFER.

Grain Dealers Journal: In the case of grain arriving at Kansas City over the Santa Fe road and being transferred thru an elevator into a car for shipment over the Burlington, who is responsible for the loss if the grain is burned at the elevator?—J. C. D.

HOW TO GET A SITE?

Grain Dealers Journal: I have an elevator at my station and wish to build one at another point, but am refused permission. I can get private land, but of course would have no switch. Will some Illinois shipper kindly advise me how to proceed in this case? Yours very respectfully,—Illinois.

A QUERY FOR OUR MILWAUKEE CORRESPONDENTS.

Grain Dealers Journal:—What is the reason that your Milwaukee correspondent has not had anything to say about the fact that the Chamber of Commerce of that city has dropped its investigation of the Baumann and Emery cases which gained so much notoriety a few months since? Have they put a muffler on him, as they seem to have done on most of the reporters there? Tucked away in the corner of a daily paper issued in that market I noticed a statement that the investigation had been abandoned. Now, why was it? That's what I want to know, and I hope that your valuable journal, which I observe gets at the "in'ardness" of most things, will find out why.

At the time it was discovered that the clerks of Bartlett, Frazier & Carrington had been doing fraudulent trading—according to the allegation—it was freely charged that their operations had been carried on with the collusion of certain "small tho regular commission houses." It was asserted that the culprits were known and would be brought to justice. It was also stated in the papers that the reliable firms were aghast at the revelations and insisted that a thorough investigation should be made by the Chamber of Commerce, in order to free those who were innocent from any possible taint of suspicion.

Well, a committee was appointed, so the papers stated, and its identity kept secret, in order that it might work unhampered. Months of silence followed, and now comes the news that nothing further will be done about it. Has anything been done? If so, why is not some sort of an official statement made, so that outside parties will know what kind of a deal they are getting on that board? What with the whitewashing of one firm, the

reputed defamation without cause of another and the dropping of serious charges against the good name of the traders there in general, it looks as tho the directors are showing either favoritism or gross negligence. No one wants to convict them without a hearing, however, and a reply to this inquiry will be welcomed. Wake up your Milwaukee correspondent, if you please.—G. F., Oshkosh, Wis.

FORM FOR BILL OF LADING WANTED?

Grain Dealers Journal: We are about to have printed a new supply of bills of lading, and will appreciate suggestions from readers of the Grain Dealers Journal regarding the following questions:

Is it necessary that we sign the shipping order? Will goods be accepted by the railroad company if shipping order is not signed by us?

Are Michigan railroads compelling shippers to sign original bill of lading?

What portion of the printed conditions on the back of the uniform bill of lading shall we leave out to erase those which are objectionable?

What changes to printing on the face of the uniform bill of lading will eradicate the objectionable features to such printing? Is any form of bill of lading being used in the place of the uniform bill of lading, which at the same time furnishes the general appearance as to the location of the blank lines, etc., but does not participate in the objectionable conditions of the uniform bill of lading? Yours respectfully, McLaughlin, Ward & Co., Jackson, Mich.

Ans.: Under the present agreement, the obnoxious proposed Uniform Bill of Lading is not to be put in force until April 1, '05. Until then the railroad companies have agreed to waive all objectionable features of the bill and it will not be necessary for you to sign shipping order in order to have goods received by a carrier in the trunk line association.

The Chicago & Grand Trunk is in no wise a party to the Uniform Bill of Lading agreement, but is issuing a small bill which amounts to a receipt for freight to be transferred from receiving point to point of destination. It is what every bill of lading should be.

No railroads as yet compel shippers to sign original bill of lading, altho many interior shippers are doing so upon request. They do violence to their own interests by signing and the railway agent, in requiring signature, ignores the last agreement and notice of the Uniform Bill of Lading Committee.

It is not right that any printed conditions should be permitted on the back of any bill of lading. The common law provisions treat the interests of the carrier with the same fairness that they do the interests of the shipper. Any attempt of the rail carrier to seek to obtain relief from this common law liability on the back of bill of lading should be opposed by every shipper as being unfair, unreasonable and unjust.

The bill of lading adopted by the National Hay Assn., which was printed on page 33 of the Grain Dealers Journal for Jan. 10 would serve every purpose needed and protect one party to the contract as much as the other from unfair dealing on the part of the other.

How Money is Made in the Grain Business.

A RIVERMAN'S TALE.

"I sort o' cottoned ter the idee fust off, when I see th' money thar was in it, 'nd I don't take no back water now, even if we did fall down on it. 'Twant my fault, nohow, ner Jim's. 'Twar jest our blame luck!

"What wan't prac-te-cable? That idee? Why, sonny, it war jest as easy as runnin' on a snag in flood-time!

"That's what we did, eh? Say, you make me plumb aweary wuth yer contin-u-al 'buttin in,' as they say up yander. Don't yuh reckon yuh c'n let me tell this yere story in my own way?

"Yuh see, me and Jim had been wuk'in' all 'long th' river, and over on th' Miz-zouri nigh as fer north as th' Yallerstun, fer so many seasons that we tho't as how we'd jest like ter squat down some'r's and get 'civ-e-lized,' as my darter Rachel says, and drap this yere river talk 'nd manners, 's yuh see I'm larnin' ter do right pert.

"Well, there comes a good chanst ter do so, by takin' this yere elevat'r off th' hands of a man thut's sick and want'd ter go ter th' coast. Jim he saw it ad-vertized in a Laycross paper, and art'r he's read it out loud ter me, he sez, 'That's whar we go ashore,' sez 'e. 'Whut's that,' sez I, 'one of them grain war'houses?' 'Yep,' sez 'e. 'Now whut 'n Pike do we know erbout adealin' in grain?' sez I. 'Not two bits' worth,' sez 'e, 'it aint nec-e-sary,' sez 'e. 'Any fool c'n make money in th' grain business. All yuh gotter do 's to buy when th' market's down 'n sell when it goes up. It's whipsawin' back 'nd forth all th' time,' he sez.

"Wal, it did look simple ernuf, foh sure, and when we got started things seemed ter go jest erbout like Jim 'd pre-e-dicted. He's a right good guesser, Jim is; that alluz war his lay. But, 'long 'bout ther middle uv Octob'r thar come a time when that ther market seemed ter stop in one place. We had the plank down all ther time and war takin' in barley 's fast as ther farmers cud haul it, until even-shu-ally our bins war jammed plump full.

"'Why don't yuh send it down ter St. Louis?' I sez ter Jim. 'No,' sez 'e, 'not yet. I've bin readin' them Chicago papers,' he sez, 'nd they say th' Eastern market is goin' higher. Th' beer-makers' stocks is low,' he sez, 'nd they've gotter begin ter buy right lively pretty soon. We're agoin' ter hold for ther rise.' 'All right, yer th' pilot,' sez I.

"But one afternoon prices war reeported lower, 'nd ther next ther uz whut they call a 'sharp break.' 'It's all right,' sez Jim. 'Th' malt trust is tryin ter hammer down values, but thar'l be a rally,' he sez. Barley is a stiddy sort o' grain, not like wheat,' sez 'e, 'and thar aint' ernuf beer ter go 'round.'

"Wal, sonny, that ar market kep agoin' down 'nd down, until finally Jim he had all 'e cud do akeepin uv his safety-valve from blowin' off. Arter-a-while we sold that cussed barley ter some St. Louis brewers and got a full four cents less'n we paid fer it. It come mighty nigh breakin' us, but we got thro all right, 'nd next time Jim sez he's goin' ter pull it off sure. I c'n see, myself, thar's good money in it when our luck aint' agin us."

Exports of Breadstuffs.

The total value of the breadstuffs exported from the United States during 1904 was \$92,292,927; compared with \$192,920,616 during 1903, a falling off of \$100,000,000, as reported by O. P. Austin, chief of the Bureau of Statistics.

We exported during the 12 months 46,356,000 bus. of corn, 13,015,000 bus. of wheat, 8,320,000 bus. of barley, 1,192,000 bus. of oats, 94,451 bus. of rye, and 11,468,000 bbls. of wheat flour; compared with 91,255,000 bus. of corn, 73,145,000 bus. of wheat, 9,514,000 bus. of barley, 1,461,000 bus. of oats, 2,758,000 bus. of rye, and 19,274,000 bbls. of wheat flour, during the preceding year.

Exports during the month of December make an unfavorable showing as to wheat and flour, exports of wheat being only 15 per cent of those in Dec., 1903. Exports of corn, however, were almost double those of Dec., 1903.

Caught by a Forged Bill of Lading.

BY A. T. FERRIS.

The ease with which bills of lading blanks may be put to improper use, and the carelessness shown by some station agents in leaving them where they are readily picked up by Tom, Dick or Harry, has been adverted to in numerous issues of the Journal; so the following narrative, which is vouched for by the correspondence clerk of a prominent commission house, need occasion no surprise. Yet it was rather an unusual occurrence.

It is related that among the drafts presented to this firm, one day, was one for \$300, accompanied by, the bill of lading for a car of oats. The shipper was not known to them, but as everything seemed to be in order, the draft was honored and a letter written to the drawer asking whether he had engaged in the grain business at his station. No reply came, however, and as the days lengthened into a fortnight without sight of the oats, the commission house sent a tracer for the car. This developed the fact that no car of that number had been shipped from the station in question. Their traveling agent was at once wired to go there and investigate the matter, mail advices being sent to reach him the next morning. When he got to the place he found that the maker of the draft was a lad of seventeen years, who had conceived the brilliant idea of securing money in this way with which to "go to Texas" and be a cow-boy, and the local banker had put through his draft without question.

The boy's father had got wind of his plans for making a name in the Wild West, as a terror of the plains, and had taken means to prevent his departure, but he knew nothing of the draft, the money obtained from which the boy still had. The traveling agent held out visions of the penitentiary, but of course was satisfied to regain the funds and depart. For some months afterwards the credit man of the commission house was nervous about accepting drafts from shippers whom he did not know, for it might not be so easy to recover the money next time, but that is one phase of the business in which chances must be taken.

This is one of the firms that were caught on the three stolen cars told about in the Christmas issue of the Journal for 1903, where an ex-telegrapher took the post of another man, in order to let him go to a dance, altered the train bills,

forged new bills of lading, and secured \$1,500 on them, the changed records of the R. R. Co. preventing discovery for some weeks. The two occurrences were not far apart.

Death of Charles D. Hamill.

Charles Davisson Hamill, for many years one of the leading members of the Chicago Board of Trade and for two

then joined Geo. J. Brine. The firm of Hamill & Brine was dissolved in 1887; and, since, Mr. Hamill has been in partnership with his son Robert, the firm being known as C. D. Hamill & Co.

As a patron of art Mr. Hamill was well known to musical Chicago. To Mr. Hamill more than any other individual belongs the credit of establishing the Chicago orchestra. He helped to found the Art Institute and had a keen appreciation



Charles Hamill, Chicago, Deceased.

terms its president, died at his home in Chicago, Jan. 11, after an illness of seven weeks.

The Board of Trade adjourned at noon Jan. 13, while the funeral services were being held. Among the honorary pall bearers were Z. P. Brosseau, J. Henry Norton, Chas. L. Hutchinson and Geo. F. Stone. Subsequently the Board of Trade adopted resolutions of respect in honor of the memory of its former president.

Mr. Hamill was born at Bloomington, Ind., Nov. 14, 1839, and his first employment in Chicago was as messenger boy at the age of 13. He rose to paying teller and cashier for different firms and became a silent partner in the pork packing firm of Singer & Co., when he became acquainted with the Board of Trade and its broadening activities. From 1865 to 1873 Mr. Hamill was in business on his own account as a broker and grain receiver, and had the management of the largest commission business on the Board of Trade. His health gave way under the strain. After a 2-years' rest he formed a partnership in 1875 with James Van Inwagen, which was continued until 1882. For two years Mr. Hamill managed the commission business alone, and

of fine etchings, of which he had a superb collection. A portrait of Mr. Hamill is given herewith.

Meeting of National Board of Trade.

The National Board of Trade, an organization composed of grain and commercial exchanges of the principal cities in the United States, held its thirty-fifth annual meeting Jan. 17-18-19, at Washington, D. C.

Resolutions were adopted expressing the views of the assembled delegates on many topics of national interest.

Railway legislation provoked a contest. Minority and majority reports for and against granting the Interstate Commerce Commission power to designate reasonable rates of freight were submitted by Jas. McHugh of Cincinnati and Wm. N. Coates of Philadelphia. The majority report declared that it was inexpedient to empower the Commission to make a rate effective until reviewed by the courts, as proposed in the Quarles-Cooper bill.

About 1,000,000 bus. of Canadian wheat has thus far been shipped from Winnipeg to Minneapolis millers.

Annual Banquet Nashville Grain Dealers.

The second annual banquet of the Nashville Grain Dealers Assn. was held at the Maxwell House on the evening of Jan. 12th. At 9:30 about 125 grain dealers marched into the large dining room and after prayer sat down to tables artistically decorated with vines and carnations.

After disposing of an elaborate meal the banqueters were called to order by Toastmaster J. H. Wilkes, Vice-President of the Nashville Grain Dealers Assn. and Dean of the Nashville trade, who had prepared short witty introductions for those who were booked to respond.

He first called upon the president of the Assn., Mr. Byrd Douglas, who had prepared but one address and declined to respond to an encore. He assured his auditors that the Nashville Assn.'s eight-story building was not yet in sight, but was dreamed of, although the Assn. is but eighteen months old. He made the statement with perfect confidence of not being contradicted by his audience, that the largest thing in Nashville for its age was the Grain Dealers Assn.

Judge W. M. Hart responded to the toast "Our Guests," and commended the organization for bringing the grain merchants together to foster and promote the interests of the city's grain trade.

F. O. Watts, cashier of the First National Bank, explained that his bank was putting up its new twelve-story building to meet the needs of a twelve-story building town and the grain men who want to come in after three o'clock to pay drafts. "I have been given the delirium tremens by a study of billing. I am told of its being worth a premium of five or six cents, that the man who buys it can not use it because he has plenty, and we learn but too late that we have advanced more on the grain than the borrower paid for it. If we could get the railroad men, the bankers and the grain men together and evolve a bill of lading free from mystifying provisions and restrictions, we would promote the interests of all.

The Schumann Quartet rendered "Dreams of Long Ago."

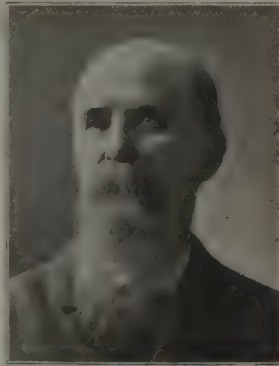
P. E. Goodrich was called upon to respond to the toast, "Benefits Derived from the National Hay Assn." From his response we take the following:

BENEFITS DERIVED FROM NATIONAL HAY ASSN.

At this time no sane man will attempt to deny that the present is an era of associations; we have them on every hand, and apparently they have come to stay. In your organization of the hay and grain shippers of this progressive city you have not only fostered and protected your own interests, but have given those in kindred trades in other markets confidence in your members, which has benefited every wholesale firm in this city. In our business, as in all others, "the rain falls on the just and the unjust alike," but it does not follow that all are equally benefited. It goes without saying that the lazy farmer does not receive the same profits from a much needed rain as does the careful husbandman who has everything in readiness for the coming of it. Neither does that dealer, who from fear or lack of business foresight, remains outside this organization, receive the same reward as he who lends his influence, time and money to the promotion and maintenance of your Assn.

Trade organizations have become a necessity and a public blessing in this wonderful age in which we live. Organization, co-operation or combination is the present rule of commercial life, and when carried out with the idea of giving the producer, handler and consumer a "square" deal no one has a just cause for complaint.

The thing that is of most vital importance to you, and, in fact, to every citizen of this great country of ours, is the question of transportation. When your honored President, Mr. Douglas, first embarked in this business the railroads were owned by local share-holders and were operated by their owners. You then came in contact with the real owners of the property, the President, General Manager, and, in fact, all the principal officials were residents of the territory through which the roads passed. How different it is now, how rare it is that one of us sees any one higher in authority than a commercial agent. Now the roads are owned by syndicates, formed in many instances for "stock gambling"



Toastmaster J. H. Wilkes.

purposes exclusively, whose members have no interest in their patrons other than the dividends and interest they enable the road to pay, operated largely by men who haven't a dollar in the property, and are constantly using every effort to increase the net earnings so as to enable the owners to water the stock again and float another bond issue.

Competition in rates is a thing of the past, and if the present rate of merging and consolidation is kept up, may we not in a short time expect to see competition in service also eliminated? It is a condition and not a theory that confronts us, and how else can we meet it than by forming as many strong organizations of shippers, wholesalers and manufacturers as possible? Singly we are but a speck on the horizon of the country's commerce, but collectively, with thorough organization and harmonious action, we are a positive force, both in dealing with these great aggregations of capital and in shaping state and national legislation looking to their restriction and ultimate supervision. This we may expect to see accomplished in good time. United, we should use our best endeavors at this time to assist in securing national legislation, increasing the powers of the Interstate Commerce Commission, so that its decrees may become binding on both the shipper and common carrier.

However we may differ with the President of these United States in political belief we are compelled to admire his sturdy character, honesty, independence and fearlessness in the path of duty. His recent message to Congress pointing out the necessity of this legislation assures us that in him the people have a staunch champion who will see that the right shall prevail.

In conclusion, were I to attempt to give you veterans of the trade any advice, it would be this: Keep up your organization, give your officers loyal support, strengthen your lines in every way possible, submit all differences to arbitration and accept the findings of your Committee cheerfully. Be friendly to one another, strive to believe that your competitor is as honest as you know yourself to be, do this and I am sure "peace will be within thy walls and prosperity within your palaces."

Geo. R. Knox, Gen. Freight Agt. of the N. C. & St. L. R. R., read an interesting paper on "Transportation of Grain," from which we take the following:

TRANSPORTATION OF GRAIN

It is one of the laws of nature that bodies move in the direction of least resistance, and, under this law, it is natural that the enormous tonnage of grain produced in this country should move to the markets of

consumption via the MOST DIRECT ROUTES, and the cities located upon the direct lines between the producing and consuming sections will ultimately, by proper effort and by equipping themselves with an adequate supply of all necessary facilities for handling grain—control the bulk of the business.

A glance at the map will show at once the very strong position occupied by Nashville as a point for the concentration and distribution of grain and kindred lines of business.

As is well known to everyone at all familiar with conditions surrounding this trade, the great cotton section to the South and Southeast of us depends almost exclusively upon Tennessee, Kentucky and the states North of the Ohio and West of the Mississippi Rivers for their supplies of grain, breadstuffs, hay, etc., and with the constantly growing demand for cotton by the world, the increased consumption of grain and foodstuffs of every kind in the cotton section must follow.

A further examination of the map discloses a number of facts, all of which add to the strength of Nashville's position. Naturally, at the beginning of the season, the grain produced nearest the consuming section will first be called upon to supply the demand; thus the Tennessee and Kentucky grain usually moves out before the Northern or Western supply is called upon. With her railroads and river, Nashville is so situated as to handle easily a large share of the Tennessee crop. The same is true of a considerable portion of the Kentucky crop. When the supply of Kentucky and Tennessee grain is exhausted, and the demand begins to draw from the states North and West of Nashville occupies a peculiarly strong position.

Whether the crop conditions are such as to make the cheapest source of supply in the Missouri River section, or other states West of the Mississippi, or whether, because of failures in that section, a more abundant, and therefore cheaper, supply is found in Illinois or Ohio, Nashville, with her systems of railroads crossing the Ohio and Mississippi Rivers, is in position to draw from any portion of that vast territory by direct lines, and, having concentrated large stocks of Western grain at this point, she is in position to supply the wants of a large portion of the Carolinas, Georgia, Florida and Alabama. With her direct lines through Atlanta and Montgomery, with a schedule of say seventeen hours to Atlanta and twenty hours to Montgomery, she can make such quick deliveries to her Southern customers as should enable her, all other things being equal, practically to distance competition of cities more remote from those states.

But, to properly utilize her great natural advantages, Nashville must have an abundant supply of the most modern elevators and warehouses necessary for the prompt, safe and cheap handling of all kinds of grain, whether in bulk or in sacks. To develop properly this business, Nashville should at once double her elevator and warehouse capacity, and, should this be done, I believe that, within less than five years, another large increase would become necessary; for, if these elevators and warehouses were kept filled with grain, her position as the best and most business with which Nashville could supply her Southern customers with the best quality of these articles would, without doubt, rapidly increase the volume of her trade.

Rev. G. W. Bull; in a facetious and witty address, told of "River Traffic."

Julian Cantrell rendered a solo which won a hearty encore.

Dr. Lansing Burrows spoke of "Business and Religion."

W. J. Miller told of "Nashville as a Grain Market," from which we take the following:

"NASHVILLE AS A GRAIN MARKET."

"If I had the time to-night I would tell you of the good old days when profits of \$50.00 to \$100.00 a car was common and that the car service man who does so much to make life a burden was unknown. I would tell you of such men as Major Rhea, Smith, Hill, Molton and others who controlled the grain trade in this city in the early days. These men had their troubles and difficulties peculiar to that day and time, and while they had their burdens, the foundation for the magnificent grain trade that we enjoy to-night was being laid by them.

To-day the grain trade of Nashville stands as a monument to the energy and

push of the men who are engaged in it. The effects of this market is felt in every direction, the eyes of our competitors are upon us and the question is asked time and again, what about Nashville? I will not dwell upon the past with its glorious records, or the present with its grand opportunities, which promise so much for the energy and push that is invested, but will throw upon the canvass of your imagination a picture of Nashville as I see her ten or twenty years hence. A magnificent city of two hundred and fifty thousand population, whose streets and thoroughfares will be lined with splendid buildings, towering sky-ward. Manufacturing plants occupying what is to-day waste places, new Flouring Mills, immense Warehouses, many Elevators with capacity of a million bushels each, to accommodate the tremendous grain trade that is bound to grow and increase each year on account of the geographical location of this city. There will be many new railroads, who to-day are planning and looking seaward.

We will have banks and banking facilities that will keep pace with our growth, I further see a grain elevator amounting to fifty, perhaps one hundred millions instead of twenty millions that is being done to-day. I cannot believe that the men who are to-day engaged in the grain business will sit idly by and see others reap the harvest. You have the push and the snap that will compel you to take advantage of the day and let the country know of Nashville as a great and flourishing grain market. We are on the direct and quickest routes to the Ports of the Sea that will, ten years from to-day, supply the outside World with grain. We have every needed facility for reaching and securing this trade. Our railroads are accommodating and have shown by their actions good will for the trade. The River that to-day runs by our door will always be a great factor in securing us competitive rates. To give you some idea of what the grain trade of this city might amount to, I call your attention to the figures of one of our roads, made public through the press some time since, namely, that about 17 1/2 per cent of the gross revenue was derived from GRAIN.

Upon investigation, you will find that our competitors have no advantage, and while surrounded by magnificent cities, displaying great energy, tact and push, reaching out for the trade that is ours by rights on account of location, and which we can control if we simply improve the opportunities that are coming our way.

In conclusion, let me say that Nashville as a Grain Market is what we make it. Let us forget the past and be not content with the present. Let our motto be for a new Nashville, greater Nashville, advertising to the Grain Trade of the world that our location is one of great advantage and

that our position is at the gateway of the South and within easy reach of the Gulf Ports that will surely handle the Grain that will go to feed the outside World.

Rob't. L. Burch responded to the toast, "The Press."

W. W. Shaw compared Nashville's facilities for handling hay with those of Boston, New York, Baltimore and Chicago.

Luke Lea responded to the toast, "If All People Were Good."

United States Senator E. W. Carmack made a short, pleasing address. In closing the program all stood and sang "America."

At 1:50 the banqueters were running to catch the last car home.

Among those present from out of town were H. C. Moeller, Des Moines, Ia.; S. S. Carlisle, St. Louis, Mo.; H. I. Baldwin, Decatur, Ill.; G. W. Brooke, Atlanta, Ga.; R. L. McKellar, Louisville, Ky.; Jim Andrews, Columbia, Tenn.

Southern planters are not burning many bales of cotton to reduce the surplus.

Argentina exported its first wheat in 1874; but the movement did not amount to much until 1878, when 93,586 bus. was exported.

Hay imports into the Philippines during the 7 months prior to Aug. 1 were valued at \$59,863; compared with \$19,840 for the corresponding months of 1903, as reported by the War Department.

To fill a tester fairly hold it in an upright position and while so held thrust the tester sidewise or downward into the heap of grain, allowing the grain to flow naturally into the bucket. If the pile of grain is not sufficiently deep scoop the grain over the sides, while the bucket is standing level.

Present short crop conditions were much the same in 1888-9, as pointed out by the Northwestern Miller, which believes in lower prices, as the market declined in 1889. However, it is by no means certain that the winter wheat crop will come out of the winter in the same condition that it did in 1889.

A New Auxiliary Grain Car Door.

Railroad companies will confer a lasting favor on shippers by equipping cars with a substantial grain door like that illustrated in the engravings herewith. Leakage and consequent claims for loss will be reduced when the carriers no longer depend on the shipper to furnish the lumber and build the door.

The grain door shown in the engravings is being introduced by the Chicago Grain Door Co. The door is made in 2 parts, the lower part containing 2 ports 5 1/2 inches square, which are first opened to relieve the pressure of the grain against the door and permit the raising of the upper and then the lower door. The ports are closed by a lifting gate.

Battens on the upper and lower sections overlap, holding the doors in line, while hooks and staples hold the 2 sections together. The lower section is hung by means of swivels, and both sections rise on the same guide rods. When not in use both sections are hung up to the roof.

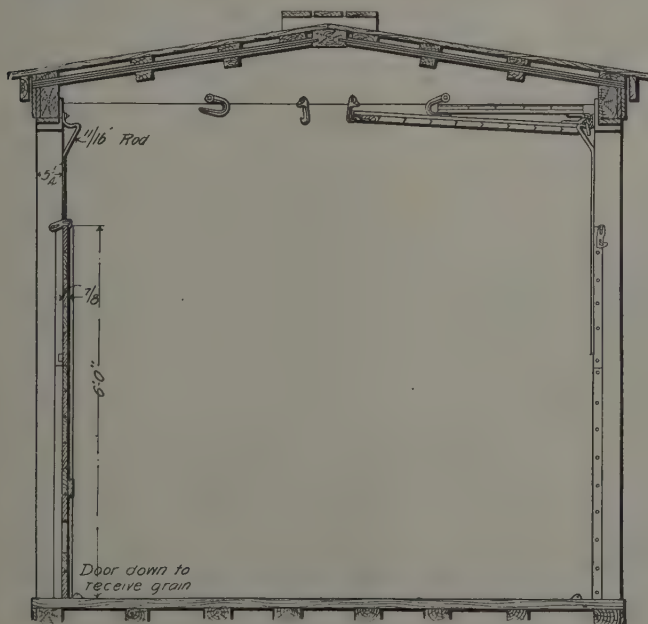
A South Dakota legislator has introduced a bill for the protection of jack rabbits. 'Ears to him.—Tribune.

Sweden's crops in 1904 were nearly up to the average, the general average having been reduced by the poor crop of oats.

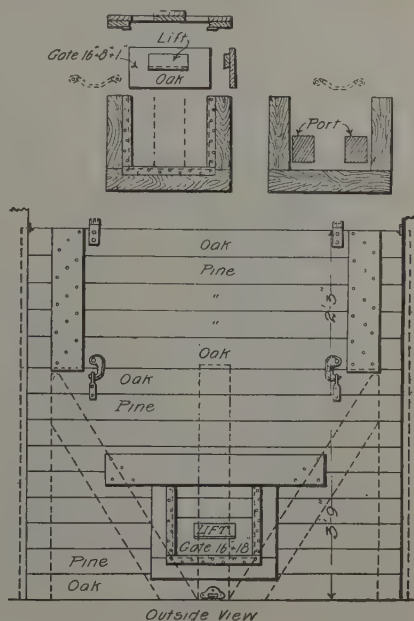
Exports of linseed oil cake during the 11 months prior to Dec. 1, 1904, amounted to 585,970,418 pounds; compared with 625,702,346 pounds for the corresponding months of the preceding year.

Queensland made its first shipment of wheat last fall. In the 2 years between 1900 and 1903 the crop increased from 1,194,000 to 2,436,000 bus., in New South Wales, with vast areas still untouched.

Imports of beans and peas into the Philippine Islands during the 7 months prior to Aug. 1 amounted to 22,980 bus.; compared with 39,678 bus. for the corresponding period of 1903.



A New Auxiliary Grain Door.



Crop Reports

Crowley, La.—Lack of rain threatens a salt water invasion of the Gulf rice fields.

New Paynesville, Minn., Jan. 17.—About 70 per cent of the grain has been marketed. —Agt. Woodworth Eltr, Co.

Parkers Prairie, Minn., Jan. 9.—Grain is about all marketed at this place. The quality has been poor.—G. H. Shoutz.

Kansas City, Mo.—E. B. Townsend is supt. of the Terminal Eltrs., not Mr. Lewis, as erroneously stated Jan. 10 in this column.

Hale, Ia., Jan. 24.—Grain shipments from Hale are very light, some oats and barley. Have never shipped a car of corn; about 60 cars were shipped in here in 1904.—Henry K. Priebe.

Lansing, Mich., Jan. 10.—The ground was not well covered with snow during the month and some correspondents believe some damage has been done to wheat.—G. A. Prescott, secy. of state.

Caledonia, N. Y., Jan. 13.—The wheat crop in the Genesee valley was about a third of a crop; corn half a crop; barley, rye, beans and hay about an average crop; the oat crop was large, about 100 per cent of the average.—Wm. Hamilton.

Toledo, O., Jan. 21.—In answer to 600 letters, sent out by J. F. Zahm & Co. to find out the condition of the wheat crop in Michigan, 349 correspondents say that the crop was not injured during December, while 262 declare that it was.—H. D.

Indianapolis, Ind., Jan. 14.—On the Peoria division of the Big Four cars are plentiful and the eltrs. are getting well cleaned up on corn. Receipts from farmers are almost nothing at this time, and will continue very light unless the price should again reach 40 cents.—B. B. Minor.

Winchester, Ky., Jan. 17.—We had a severe drouth in our section in the fall and the germination of the crops sown was very bad. This drouth has at last broken and since Jan. 1 we have had bountiful snow falls and the prospects have been improved.—Goff & Bush.

Cleo, Oklahoma, Jan. 20.—The acreage of wheat sown last fall was about 60 per cent of the usual acreage. The condition of the growing crop is fair. Have had 4 good snows, covering the ground from 1 to 6 inches. Had to tell what the condition of crop is until weather settled in spring. I believe there will be a good acreage of oats sown.—H. W. Hutchinson.

Toledo, O.—Kansas will not issue any January report. They generally wait until spring. January and February reports are not very reliable or desirable. If we had the power we would cut them out entirely. Agricultural Bureau does. The Chief of their Crop Bureau, Mr. Holmes, has gone to Arkansas for a rest. Cotton crop has bothered him the most this season.—C. A. King & Co.

Tipton, Ia., Jan. 9.—Crops are good in Cedar county and of good quality, but corn will not go to market from eastern Iowa in very large quantities because every corn crib in this vast territory was empty. Farmers commenced to feed new corn in September. We will have to ship in great quantities of corn before we get another crop to supply feeders, as our crop is inadequate.—Geo. W. Sisse.

Park Rapids, Minn., Jan. 18.—Farmers in this part of the country are at their wits' ends to know how or where they are going to get seed wheat. About 80 per cent of them have nothing better than 45 to 48-pound to get their seed from, and many of them, even if they had the money to buy seed, do not know where to get it. Under such conditions the prospects are not very bright, as with poor seed poor crops are the rule. There will therefore be a decrease in the wheat acreage with some increase to oats and corn. Quite an acreage of old land has been seeded down to hay and clover the past couple of years, and farmers generally have drifted into mixed crop raising.—Agt. St. Anthony & Dakota Eltr. Co.

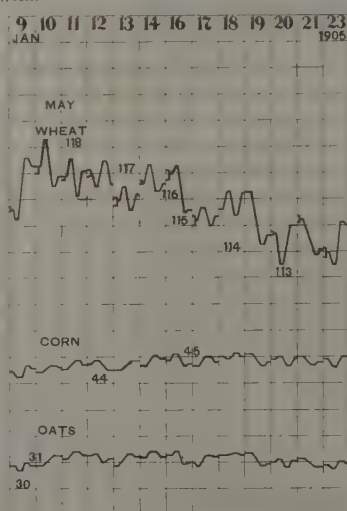
Dallas, Tex., Jan. 20.—The recent rains and snow have been of untold benefit to the growing grain in this state and have

put the grain beyond danger of drouth for some time to come. With seasonable rains in the early spring a good crop of grain is assured. Many of the grain men and millers are urging the farmers to plant spring wheat in an experimental way this spring. This variety has been tried in Texas to some extent and has not done well, but grain dealers are of the opinion that some of the varieties of spring wheat used in the north will be found adapted for use in Texas and some are purchasing seed wheat which they will distribute to the farmers without cost in order to get this line started in the Southwest. The conditions prevailing in Texas make this an opportune time to make experiments with grain. The farmers are declaring that they will reduce the cotton acreage largely, at least 25 per cent, and of course the ground thus made available will have to be planted in grain, hence there will be experiments carried on in every portion of the state.—J. S. W.

Spokane, Wash., Jan. 19.—The crop of 1904 in the Big Bend was the lightest since 1896. Six crops, beginning with the year 1897 and ending with 1902, produced an average yield of over 25 bus. per acre the country over. The just completed harvest in Asotin county, this state, has established a record as to grain raising. This year the farmers have had the best crops of any county in Washington, Idaho or Oregon. The average yield of wheat throughout the country has been in excess of 35 bus. per acre. It is now estimated that the wheat, oats and barley crop of Asotin county this year will be considerably in excess of 1,000,000 bus., or about twice as large as during any previous year. From about 200,000 bus. in 1895 the product of the Lewistown country has grown to 8,000,000 bus. This country comprises the Perce county and part of Latah and Shoshone counties in Idaho, Asotin county and a portion of Whitman and Garfield counties in Washington, bordering on the Snake river. The enormous crop in that section this year, coupled with the high price being paid for grain, has had the effect of making the net returns from many of the farms greater than the selling price of the farm. Frequent rains have set in in the Palouse country, enhancing the prospects for the coming wheat crop. The late summer was unusually dry and the fall was the driest in many years. So little rain fell that it was impossible to do much plowing, and the acreage of fall sown wheat was greatly reduced because of this. At present the soil is wet only to a depth of 18 inches. There has been no damage to fall wheat from cold weather.—M. E.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Jan. 24 are given on the chart herewith.



Imported Wheat and Flour Drawback.

Pending the receipt of an opinion by the attorney general no regulations providing for drawback on exports of flour made from a mixture of imported and domestic wheat have been promulgated by the Treasury Dept.

On Jan. 12 Secy. of the Treasury Leslie M. Shaw issued the following general regulation for the allowance of drawback on flour made wholly from imported wheat:

"Manufacturers of flour wholly from imported wheat will be allowed drawback on the following conditions:

"A complete and detailed record must be kept showing the quantity of wheat imported, the date of the manufacture, and the amount of wheat used in the manufacture of each grade and brand of flour, and the amount of flour of each grade and brand produced, and the quantity of the several by-products, including screenings and waste, the value of the wheat so used, and the value at the mill of each grade or brand of flour and of each and every by-product, including screenings and waste. The packages containing the flour so manufactured shall be so marked as to render identification easy and certain, to the end that treasury officials at the port of exportation may determine by examination the essential facts above stated.

"A sworn abstract from the records at the mill shall be filed with the Collector of Customs at New York each week, and therefrom the collector will furnish extracts as needed for exportation.

"The preliminary entries shall show the marks and numbers of the several packages and the net and gross weight thereof separately and in the aggregate. The drawback entry shall show the quantity of each brand or grade of flour or by-product exported, the quantity of wheat used in the manufacture thereof, the waste incurred in the manufacture, and the total duty paid on the wheat, and the market value of each grade or brand of flour and of each by-product at the place of manufacture, and that the same was manufactured in accordance with the manufacturer's sworn statement.

"In making liquidation, the duty paid on the wheat used in the manufacture of the article exported, less one per cent, shall be divided between the several grades or brands of flour and the several by-products, including screenings, pro rata, in proportion to the value of each at the time and place of manufacture, and a drawback will be allowed in accordance therewith on each article actually exported in accordance with the principle laid down by the U. S. Circuit Court of Appeals in the United States vs. Dean Linseed Oil Co., (87 Fed. Rep. 453), approved by the U. S. Supreme Court, (172 U. S. 674)."

Hull is the center of the seed oil business in England.

Exports of rice and rice products during the 11 months prior to Dec. 1 amounted to 7,994,324 pounds of rice and 26,924,822 pounds of rice bran, meal and polish; compared with 888,192 pounds of rice and 12,626,841 pounds of rice bran, meal and polish for the corresponding months of 1903, as reported by O. P. Austin, chief of the bureau of statistics.

Thank the President.

(By wire from special correspondent.)

Last Monday a committee appointed by Pres. H. G. Morgan, of the Nat'l Hay Assn., to thank President Roosevelt in behalf of the Assn. for his stand in regard to enlarging the powers of the Interstate Commerce Commission, was introduced by Senator Beveridge of Indiana. The delegation included H. G. Morgan, Pittsburgh; P. E. Goodrich, Winchester, Ind.; R. B. Schneider, Fremont, Neb.; H. S. Grimes, Portsmouth, O.; A. E. Reynolds, Crawfordsville, Ind.; J. W. Sale, Bluffton, Ind.; Geo. C. Warren, Saginaw, Mich.; John L. Dexter, Detroit, Mich.; John B. Daish, Washington, D. C.; C. H. Tingley, Columbus, O., and H. W. Robinson, Green Spring, O.

Charles England, chairman of the committee, in addressing the President, said: CHAIRMAN ENGLAND'S ADDRESS.

Mr. President:—The gentlemen present, representatives of the National Hay Assn., desire to express their appreciation of the great privilege you have granted them to appear here today, and we are deeply impressed by your willingness to turn from your many and important duties to listen to our views upon those matters which are most important to the commercial interests of this country. That business men can thus appeal to the Chief Executive adds greatly to the respect every true citizen has for his government. So long as such confidence is encouraged disloyalty cannot find place among us, and the feeling of hopelessness which has existed on the part of the people, that their cause may not always receive attention, will pass away.

We represent an organization with a membership of about one thousand, scattered over thirty-one states of the Union. Every member is an active business man, and a very large percentage of them are also identified with other branches of trade. This organization is more national in scope than perhaps any other similar body, hence it is in touch with general conditions and has a great interest in matters affecting the country between different sections of this country, therefore your recommendations to Congress that the powers of the Interstate Commerce Commission should be enlarged gave this organization much encouragement after having for four years earnestly, but unsuccessfully, contended for the relief your recommendations seem to insure.

If an instance was wanting to show the necessity for the enlargement of the powers of the Interstate Commerce Commission, it is found in the "Hay Case." On January 1st, 1900, Classification No. 20 went into effect and by it 849 articles were reclassified, advancing the rate on 31 per cent and lowering it on only 6 per cent, in effect increasing the freight and lowering the cost of transportation, because of improved methods. Among the articles reclassified was hay, and by its advance to 5th class the freight was increased from \$1.00 to \$1.40 per ton according to locality, prohibiting business in some sections and imposing a burden upon it in all others. After earnest protest, which was given very little consideration by the carriers, the National Hay Assn. on August 26th, 1900, filed a complaint before the Interstate Commerce Commission against the railroads in Official Classification Territory, being that section east of the Mississippi River and north of the Ohio and Potomac Rivers, claiming that the action of the carriers in advancing hay to fifth class was a discrimination against that commodity and the dealers therein. This case was heard during November and December, 1900, and in December, 1902, the Interstate Commerce Commission rendered its decision in favor of the National Hay Assn. and affirmed every contention made by its counsel, declaring that the advance of hay to fifth class was a discrimination against producers, dealers and consumers of hay in the territory named. In accordance, an order was issued that on or before December 1st, 1902, the defendant carriers should cease and desist from charging fifth class rates on hay. This order was ignored by the carriers and the Interstate Commerce Commission sought to make its decree effective by instituting proceedings in the United States Circuit Court at Cleveland, Ohio. This case was heard in May, 1903,

and is still pending. Thus, for five years have the railroads persisted in charging unfair and discriminative rates on hay in defiance of the decree of a fair and impartial tribunal, after a fair trial. A reference to the record of this case will show the injustice of the carriers' position, also the spirit in which they regard any attempt to resist oppression on their part.

It is claimed by the carriers that the correcting of rates by any tribunal will put the Government in the attitude of dispensing prosperity in some localities and withholding it from others, but this proposition is misleading because the community of interest plan has destroyed the independence of railroads, which, if free to act for themselves, would insure to localities that degree of prosperity to which each is naturally entitled, and so long as present conditions exist the construction of new and independent lines cannot be expected, and railroads today hold the power to regulate interstate commerce, notwithstanding that such power is alone granted Congress by the Constitution. Appeals or protests against discriminations, no matter how reasonable or well founded, are treated contemptuously, and railroads seem to regard all business men, organizations or commissions, as their enemies unless they can control them, and with this feeling becoming general the demand for some restraining power must receive due regard because of its importance. We recognize that the making of rates is a delicate matter, but if any given rate is found to be wrong it is useless to say that a different rate is right unless there is power to compel the adoption of the equitable rate.

The general concern shown by the Chief Executive in the business affairs of this country, apart from any political interest, has everywhere given hope of relief from the baneful conditions which have become most oppressive, and if continued, threaten to affect the foundation of all legitimate business. Transportation influences every condition, and is the most important subject of American life today. There are more interested in reasonable and equitable rates than the man who actually pays the freight, and cost of transportation affects not only what we eat and wear, but all other material things. The transportation tax last year amounted to \$23.31 per capita for every man, woman and child, or \$16.55 for every family of five persons, and as people reach a proper understanding of these matters they become restive under the power that is relentlessly applied.

The positive position of you, sir, is everywhere appreciated. The National Hay Assn. and all commercial interests in whatever lines urge a firm maintenance of that position. A large percentage of the thinkers irrespective of party affiliation are in accord with the sentiments expressed upon this subject in your Message to Congress and furthermore stand for an insistence of the performance of the actions therein outlined. These recommendations are conservative and should be accepted rather than risk drastic measures which may be forced upon us by the united action of the people at the polls.

Mr. President, there is no desire to harass railroads or to impair one dollar of the capital invested in those properties, but there are other interests to be regarded, and there is nothing that has greater tendency to shake the faith in our institutions and in our government, than the prevalent belief, either from personal knowledge or the Press, that the great corporations have such influence upon legislation as to make them immune from the reasonable demands of a long suffering people.

The President replied, your statement of commercial necessities is correct. The stand of the administration is conservative, all it wants is a square deal and will insist upon it.

Farmers who are plagued with rats are advised to haul their corn to market.

The rice acreage will be reduced considerably, it is believed, especially in Louisiana.

That growers habitually and deliberately underestimate crops has long been the opinion of the trade, a belief that was confirmed by the testimony of John Hyde, chief of the Bureau of Statistics of the Dept. of Agri., before the House committee on agriculture. Mr. Hyde stated that the correspondents always have underestimated the crop both in good and bad years. Mr. Hyde stated also that in no case has the Dept. undertaken to add a percentage to the average of all the reports as an allowance for underestimation. While the published figures are thus all underestimated, they are quite as valuable for comparisons.

Speculation in grain appears unpopular. Why? Country is richer than ever before; more people are directly interested in grain and products, but the volume of trade is smaller than years ago. Is some radical change in methods necessary to make the markets more attractive? Should there be a uniform grade? Should the inspection be kept out of politics? Elevator companies should be compelled to deliver out an average of the grade they take in. They are here. Bucket-shops are a cancer which can be removed only by national legislation. Stock Exchange is too busy with frenzied finance to deprive the devil of his quotations. Associated press should be encouraged to devote more space to the markets. Boards of Trade should progress; will Chicago step forward?—C. A. King & Co.



The Two Routes for Export Grain.

Seeds

Rusted wheat may grow, but it shud not be used for seed.

The Dept. of Agri. at Regina, N. W. T., has begun promoting the growing of alfalfa.

Obstacles in the way of amending the law to permit the importation of seed wheat free of duty are almost insuperable.

Wm. Hamilton, of Caledonia, N. Y., reports that the timothy seed crop is about the average while the crop of clover seed is only about 50 per cent of a crop.

The fabulous sum of \$11 was paid for a single ear of corn, the prize-winning ear of the corn show at Ames, Ia., by John T. Alexander. The prize ear was grown by H. J. Ross, of Farragut, Ia.

The Lacy Seed & Fuel Co. has been formed, at Noblesville, Ind., to succeed the Noblesville Fuel & Supply Co., and W. F. Lacy. W. F. Lacy is pres., W. W. Phelps, secy., and F. L. Kinnaman, treas.

The Philippine imports of flax and timothy seed during the 7 months prior to Aug. 1 were 550 pounds; compared with 1,410 pounds for the corresponding period of 1903, as reported by the War Department.

A seed wheat bureau is to be formed by members of the Minneapolis Chamber of Commerce to assist farmers in procuring the best seed. Jas. V. McHugh of Minneapolis is the father of the idea, and has mailed to a large number of dealers in the northwest a card asking whether there is a need for such a bureau. Favorable replies have been numerous.

Clover seed receipts at Toledo for the week ending Jan. 21 were 1,795 bags; compared with 2,834 bags for the corresponding week of last year. Receipts for the season have been 65,454 bags; compared with 92,213 bags for last season. Shipments for the week ending Jan. 21 were 2,253 bags; compared with 6,310 bags for the same week of 1904. Shipments for the season have been 25,028 bags; compared with 35,910 bags for last season.

Seed exports during the 11 months prior to Dec. 1 amounted to 7,493,961 pounds of clover seed, 26,628 bus. of flaxseed, 12,486,719 pounds of timothy seed and other grass seed valued at \$243,843; compared with 11,539,988 pounds of clover seed, 1,024,521 bus. of flaxseed, 15,059,015 pounds of timothy seed and other grass seed valued at \$228,920 for the corresponding months of 1903, as reported by O. P. Austin, chief of the bureau of statistics.

Seed receipts at Chicago for the week ending Jan. 21 were 308,250 pounds of timothy seed, 79,040 pounds of clover seed, 148,000 pounds of other grass seed and 16,800 bus. of flaxseed; compared with 1,039,881 pounds of timothy seed, 201,579 pounds of clover seed, 559,202 pounds of other grass seed and 69,049 bus. of flaxseed for the corresponding week of last year. Shipments for the week ending Jan. 21 were 234,580 pounds of timothy seed, 183,578 pounds of clover seed, 262,983 pounds of other grass seed, and 2,190 bus. of flaxseed; compared with 474,105 pounds of timothy seed, 106,380 pounds of clover seed, 702,030 pounds of other grass seed and 12,400 bus. of flaxseed during the corresponding week of last year.

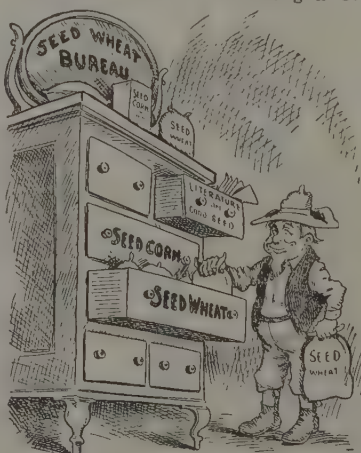
Pres. Jackson of the Chicago Board of Trade has appointed the following committee on arbitration on grass and field seeds: T. M. Hunter, F. E. Winans, George A. Wegener, G. S. Green, A. Gerstenburg and A. L. Somers.

Lowell, Ind.—C. E. Nichols & Co. have erected a 3-story brick seed warehouse on a side hill and equipped it with 2 Clipper Cleaners, belt conveyors and one leg. It is so arranged that seed can be taken from wagons on level with second floor and dumped into bins. Car floors are on level with first floor. Hungarian and timothy are shipped out and clover is shipped in. Power is transmitted by ropes from the eltr.

January shipments of clover seed are disappointing. They will probably aggregate not over 10,000 bags. Last year they were 23,600 bags, against 26,800 two years ago; 22,000 three years ago and 17,000 four years ago. Some holders have become anxious and sold futures. Decline has scared out some scattered longs. Shorts have covered and some dealers have taken in part of their hedges.—C. A. King & Co.

The Dept. of Agri. bot alfalfa seed from 742 seedsmen and made tests for adulteration. Impurities were found in stock secured from the following seedsmen: John T. Darrison, Lockport, N. Y.; F. H. Ebeling, Syracuse, N. Y.; Harvey Seed Co., Buffalo, N. Y.; Jacot & Mullen, New York, N. Y.; J. A. Moody, Youngstown, O.; W. H. Small & Co., Evansville, Ind.; L. Tewelles & Co., Milwaukee, Wis., and Young & Halstead, Troy, N. Y.

Will the holders or buyers dictate the price of clover seed? Most of the large seed dealers are long and bullish. Some of them say they expect the highest prices near the end of the season. Buyers have dictated the price this month. They are cautious, waiting for the actual demand. It has been disappointing but must soon come. General impression is that there will be very little if any surplus at the end of the season. Bulls do not expect any material fresh export demand. Speculation is very quiet, leaving markets more sensitive than usual. Maryland and Penna. have a little more seed in spots than last year, but the stock here is smaller. March will reveal how much the country dealers are carrying. High prices have prevailed for some weeks and attracted most of it.—C. A. King & Co.



A New Piece of Furniture for the Chamber of Commerce.—Minneapolis Journal.

TOLEDO SEED LETTER.

"The decline is only temporary," said Ernest W. V. Kuehn. "Heretofore, the sales were to the export trade, but the present situation presents a different aspect altogether in that the domestic need has as yet not been supplied. The selling of the past week has mainly been by one house, while the buying, which absorbed the offerings, looks like concentration. The decline has stopped all shipping business, which was better when March seed was around \$8.10 than now, but we are nearer the time when the demand will not warrant a much further delay. I am looking for a rush that will easily put the market above the recent level."

Fred Mayer, who edits the daily market sheet for J. F. Zahm & Co., said that the slump of the week was caused by the heavy selling of March seed by one concern and a limited demand. However, when asked as to why this one house came so willingly on the market and very readily accepted off bids, he said he was at a loss to explain and furthermore stated that he believed every other seedsmen in the market was in the dark. "This house disposed of 7,000 bags of March seed for the week," continued Mr. Mayer, "and it was purchased by the trade at prices set by the local representative seedsmen and not by the house selling it. Some are inclined to think that the local house has seed stored for a Baltimore firm and that the selling orders came from there, in view of there being a hedging of low grade seed owned by the Baltimore dealers. The decline has sent all prospective purchasers of cash seed to the woods. Buyers never seem to take hold on a declining market, but just as soon as the prices begin to climb just that soon purchasers become numerous. It is my belief that the present decline is only temporary and that by the first of the month we will see good advances which will more than cover the slump of the past couple of weeks. These fellows, who have been talking \$9 seed, do not seem to be realizing very rapidly. However, I do believe seed will be selling at \$8.25 before the end of the season."—H. D.

Hay exports during the 11 months prior to Dec. 1 amounted to 59,347 tons; compared with 43,731 tons for the corresponding period of 1903, as reported by O. P. Austin, chief of the bureau of statistics.

Senator J. R. Burton of Kansas will have a new trial. The United States Supreme Court on Jan. 16 decided that the Missouri courts had no jurisdiction, since the St. Louis get rick quick schemers paid Burton the alleged bribes at Washington.

Corn oil exports for the 11 months prior to Dec. 1 were 2,205,942 gallons; compared with 3,951,478 gallons for the corresponding months of 1903, as reported by O. P. Austin, chief of the bureau of statistics.

Alcohol is used largely in France as fuel for explosive engines in place of gasoline. The French government has taken off the internal revenue tax on alcohol used in the arts. So should the United States.

It will not be until the end of the winter or the beginning of next spring that the importing countries will be able to feel any assurance that supplies will be sufficient to carry them on to the new season.—Liverpool Corn Trade News.

Plan of 60,000-Bu. Elevator.

A compactly arranged plant for the expeditious handling of ear corn and small grains with economy of labor is shown in the plans reproduced herewith, representing the new 60,000-bu. elevator of Minor R. Allsup at Maroa, Ill.

The ground plan shows the main building 30 x 60 ft. and the commodious power house, 28 x 36, with driveway between. Ample power is supplied by the 35-h.p. self contained engine and 50-h.p. steam boiler, and the smokestack is substantially built of brick.

The main building is 90 ft. high, with walls of studding, and rests on concrete

foundation piers. The grain handling equipment includes 3 wagon dumps, the middle one for ear corn; 3 stands of elevators, No. 1½ Western Sheller, No. 1 Western Shaker Cleaner, 600-bu. hopper scale, chain drag from ear corn dump to sheller, and a long spiral screw conveyor from bins to elevator boot. All the bins are hoppers, the bottoms of the outer bins toward inside of the house and discharging thru spouts into the conveyor. Belt drives are used except for chain drag, conveyor and head pulley shafts.

From the heads of the elevators grain is distributed to all the bins by 2 revolving spouts, which, together with the other spouts and machinery, are controlled by

the operator on the main floor, thereby reducing the expense to a minimum from a labor standpoint. The house is one of the most complete in central Illinois. The plans, specifications and the machinery complete were furnished by the Union Iron Works.

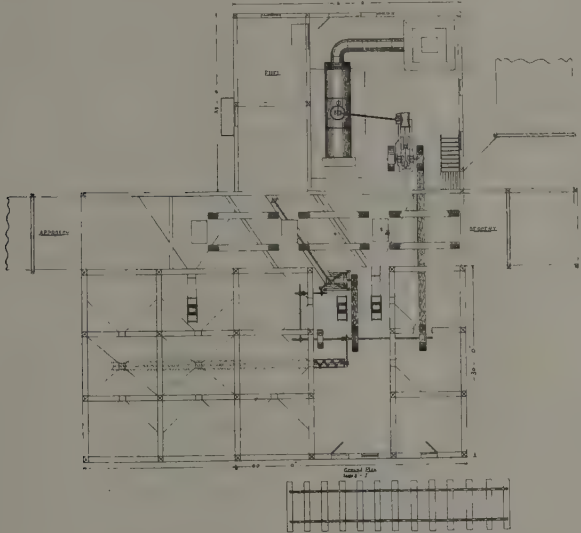
Annual Statement of the Grain Dealers Mutual Fire.

The annual financial statement, issued by Secy. C. A. McCotter of the Grain Dealers National Mutual Fire Ins. Co., showing the condition of that company Jan. 1, is remarkably encouraging for the owners of grain elevator property who have good enough risks to enable them to escape the exactions of the stock companies.

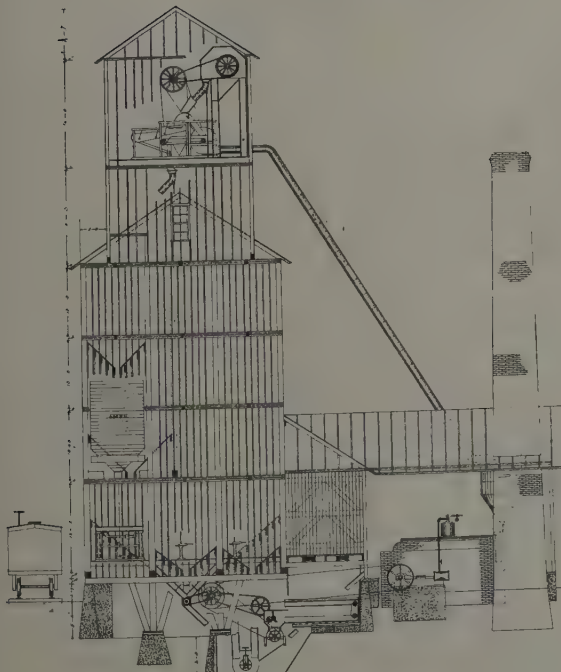
The past year's record shows a gratifying increase of over 50 per cent in the company's business, and a feature of this increase which is particularly pleasing is the fact that the confidence of old policyholders in the company has induced them to increase their line with the company. This has resulted in a material increase in the size of the average policy. On Jan. 1 the company had 1,063 mutual policies, amounting to \$3,560,783, outstanding.

The expense ratio for the year was decreased 19 per cent, making it nearly one-half that of stock companies, and the loss ratio was less than 60 per cent of the stock companies. The company's 14 losses aggregated \$34,475.25. Its assets of \$451,427.75 included premium notes (net value) \$418,229.54, cash in bank \$13,361.31, bonds and accrued interest \$28,815.73.

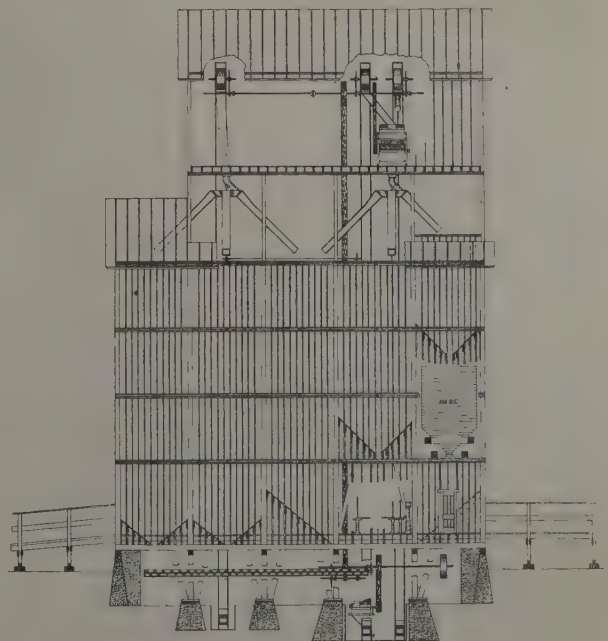
The secretary expects a continued improvement in the character of the risks covered by the company's policies as the direct result of self-inspection and the careful inspections made by the company's inspectors.



Ground Floor. Bin and Engine Room Plan.



End Elevation.



Side Elevation.

Plans of M. R. Allsup's Elevator at Maroa, Illinois.

Grain Trade News

ARKANSAS.

Ft. Smith, Ark.—The Western Grain Co. has let the contract for the erection of a 15,000-bu. eltr. to cost about \$10,000. Hjermand Hunt is mgr.

Redrock, Ark.—The eltr. of the Arkansas City Milling Co. was moved about 2 feet off its foundation, Jan. 12, by a train which ran off the track at the eltr.

Little Rock, Ark.—The plant of the Pulaski Milling Co., owned by the Cunningham Commission Co., burned Dec. 31. The plant will be rebuilt and will consist of a 50,000-bu. eltr., a meal plant with capacity for 450 barrels per day, and a chop plant with capacity of 15,000 pounds per hour.

CALIFORNIA.

San Francisco, Cal.—The State Board of Harbor Commissioners has proposed a number of amendments to the regulations governing the handling of grain, flour, millstuffs, beans and seeds on sections No. 1 and 2 of the seawall, to be considered Jan. 26 and effective Apr. 1.

San Francisco, Cal.—Thos. G. Walkington, owner of the Mission Bay Warehouse, died at his home in San Mateo, Jan. 16, after a very brief illness, aged 54 years. Mr. Walkington had been connected with the grain trade of the city for the last 25 years, and was for many years a director of the San Francisco Produce Exchange before it was merged with the Merchants Exchange.

San Francisco, Cal.—Suit has been brought by the Nevada National Bank against Eppinger & Co., the other banks who are also creditors of Eppinger & Co., The Pacific Warehouse Co. and Henry Wadsworth, the trustee, to determine the distribution of the 3,500 tons of grain in the warehouse at Crockett, which is all the banks had to show for the 37,500 tons of wheat and barley certificates given as security by the Eppingers for loans of more than half a million dollars. The question is, whether the \$102,000, received from the sale of the wheat, shall be prorated among the banks in proportion to their claims, or given to the trustee for the benefit of all the creditors of the firm, or given to the banks according to the specific lots on hand which were described in the warehouse receipts.

CANADA.

Courtright, Ont.—A 500,000-bu. eltr. is contemplated for Courtright.

Purves, Man.—The 35,000-bu. eltr. for the Dowd Milling Co. has been completed.

Winnipeg, Man.—The Grain Exchange now has 230 active and 21 associates members.

Port Colbourne, Ont.—An eltr. to cost about \$200,000 is to be erected at Port Colbourne.

Winnipeg, Man.—A. J. Cumming, a grain commission broker, has opened an office in Winnipeg.

Winnipeg, Man.—Typhoid fever has become so epidemic that some of the grain

dealers are sending their families out of town.

Glenboro, Man.—Schwahn & Fair have succeeded J. W. Cochrane in the grain and milling business.

Pilot Mound, Man.—The 50,000-bu. eltr. for Dow & Curry has been completed. It will be used chiefly for storing oats for summer use.

Port Arthur, Ont.—King's cleaning eltr. will be enlarged. It is intended that 17 tanks will be added, increasing the storage capacity to 1,000,000 bus. The cleaning section will also be enlarged.

Winnipeg, Man.—W. Gibbons & Co., Ltd., will wind up their business and a receiver will be appointed. The company is licensed and bonded as commission merchants and track buyers and creditors will have recourse against their bonding.

Montreal, Que.—Arthur May & Co. have removed their American branch office to Montreal from New York City. Their headquarters are at Durban, Natal. W. C. Shaw, of Arthur May & Co., has applied for membership in the Board of Trade.

Winnipeg, Man.—David Horn, chief grain inspector, has been appointed inspector of flour and meal for Manitoba by F. C. T. O'Hara, acting deputy minister of trade and commerce. The appointment grew out of the desire of foreign dealers to be able to buy from small western mills on inspection.

Winnipeg, Man.—Frank O. Fowler, secy. of the Northwest Grain Dealers Assn., with commendable enterprise, has mailed to all secretaries of grain dealers assns. in the United States, copies of the Free Press special harvest edition containing statistics of the present and future grain production of the Canadian west.

Winnipeg, Man.—David Horn, who has for many years acceptably filled the position of chief inspector of the Manitoba inspection district, on Jan. 11 was appointed chief grain inspector for the entire Dominion of Canada. E. F. Craig, chief inspector of the eastern division, will be subordinate to Mr. Horn, who will continue to make his headquarters at Winnipeg.

Winnipeg, Man.—During the 4 months from Sept. 1 to Jan. 1 the wheat shipments amounted to 25,812,150 bus., or 3,156,150 bus. more than in the corresponding period of 1903, as per report of D. Horn, chief grain inspector. The shipments of all grains were 24,583 cars of wheat, 584 cars of oats, 189 cars of barley, 215 cars of flaxseed and 1 car of speltz; compared with 22,656 cars of wheat, 396 cars of oats, 109 cars of barley, 390 cars of flaxseed and 2 cars of speltz during the same months of last year.

Winnipeg, Man.—At the annual meeting of the Grain Exchange the following officers were elected for the ensuing year: Pres., John Love; vice-pres., Capel Tilt; sec.-treas., C. N. Bell. Council.—A. R. Hargraff, Jno. Fleming, Hugh N. Baird, W. J. Bettingen, W. H. McWilliams, J.

C. Gage, W. A. Black, Alex. Cavanagh, G. R. Crowe, W. L. Parrish and Robt. Muir. Arbitration Committee.—S. Spink, W. A. Anderson, S. P. Clarke, Jas. Hodd, Bruce McBean, T. H. Hatchard and D. Morrison. Appeals Committee.—Thos. Thompson, T. L. Mirlin, F. Philipps, J. G. McHugh, M. H. Bennett, H. H. Winerals and Alex. Reid.

Winnipeg, Man.—The Hon. Thos. Greenway says: The present system of grading wheat, with its wide spread of prices, especially between the lower grades, is entirely unsatisfactory, and I am of the opinion that something will have to be done to try to prevent the very great losses which have been suffered by the grain growers and by local eltr. men. It has occurred to me that possibly the defects in the system might be remedied to some extent if a few of the best grades of our wheat were permanently established, and the lower qualities bought upon sample. I do not see why the lower qualities should not be bought upon samples, as it is well known that they are sold in that way at the present time by the dealers.

Winnipeg, Man.—The general grain committee of the Winnipeg Board of Trade, on Jan. 12, adopted resolutions urging upon the government the adoption of the following amendment to the grain act: Should the contingency arise, from the lateness of harvest, or other climatic conditions, that proper and representative samples of any quality of grain of the crop for the purpose of inspection and action thereon at any meeting of the grain standards' board with members of the board present at such meetings, may delegate authority to a committee, of such number as they may decide upon, to meet at a later date and select such further commercial grades or samples as may be demanded by the character of the samples afterwards secured; and such commercial grades, so selected by the said committee, shall be deemed, for all purposes of inspection and grading, as if chosen by the full board.

Winnipeg, Man.—A. R. Hargraff, the retiring pres. of the Grain Exchange, in his annual address, said: The most important step taken by the exchange during the year has been the establishment of our future trading market. We started active trading on February 1, and when they realize that 170,000,000 bushels have been traded in on our floor in the eleven months; and that 3,510,000 bushels have been traded in in one day, I am sure the members must be highly satisfied with the working of the market. There is no doubt whatever that this market has necessarily increased the importance of our exchange itself, and drawn the attention of the whole grain world to Winnipeg, as nothing else could have done. We have been asked for our quotations by the leading markets of Canada, the United States and Great Britain, and in the meantime are allowing the telegraph companies to furnish them without any charge being made by us, reserving the right, however, to cancel this privilege at any time. As our market increases in importance we hope that these quotations may become valuable enough to enable us to get other market quotations that we may require in exchange for them. Early in November we allowed the firms having direct wires to Minneapolis the privilege of trading on our floor, and believe that this will have a tendency to broaden our market considerably.

CHICAGO.

W. R. Worts, of Toledo, has moved to Chicago to represent the United Grain Co.

Memberships in the Board of Trade are selling at \$3,150 net to buyer, the buyer paying this year's dues.

Jas. Templeton has taken over the Mabbitt Eltr., which has been operated for several years by Geo. A. Seaverns.

H. T. Gibbon has been suspended by the directors of the Board of Trade for failing to meet an obligation to another member.

All the decisions of the violation of rules committee up to date are to be printed as a guide to members of the Board of Trade.

The Harvey Eltr. Co., incorporated, \$85,000 capital stock, to deal in grain. Incorporators, Henry Rogers, Jas. C. Rogers and Chas. J. Hurlbut.

The petition of tenants of the Board of Trade bldg. for the installation of 4 electric elevators, has been referred to the real estate committee.

Arthur W. Crawford has opened an office in the Great Northern building and will conduct a general commission business in stocks, bonds and grain.

Bridge & Leonard, incorporated, \$30,000 capital stock, to do a grain and commission business. Incorporators, John R. Leonard, Hubert E. Page and Geo. S. Bridge.

Alfred L. McDougal has engaged in the brokerage business on his own account. He was formerly with Otto E. Lohrke & Co. and their successor, Knight & McDougal.

E. J. Fleming will continue the vessel agency and insurance business of the old firm of P. H. Fleming & Co., which has been dissolved, under the name E. J. Fleming & Co.

The Fitchburg Eltr. was the scene of a small fire Jan. 10, when the contents of a bin of salvage from the B. & O. fire of last Aug. was partly burned. The fire was caused by spontaneous combustion.

Frank Harlow, of Frank Harlow & Co., filed a voluntary petition in bankruptcy Jan. 16, giving his debts as amounting to \$37,000. Ulrich King was appointed receiver. The assets of the firm are \$8,000.

The Warner Sugar Refinery Co., of Waukegan, has bot the plant of the Archer Starch Co., at Franklin Park, which was formerly owned and operated by Siegel, Cooper & Co., as a cereal mill. The machinery will be removed to Waukegan.

A. C. Curry, a member of the Board of Trade, has been ordered by Judge Pond to pay \$3 weekly toward the support of his aged mother. He had declared that he was unable to contribute to her support as he was making but \$75 a month.

Samuel Negus, of Rock Island, has bot a site a short distance north of the Division street bridge, on which one of the largest corn meal and feed mills in the state will be built. It will cost about \$100,000 without the machinery, which will cost about as much more.

On complaint by the Wisconsin Central road that fees were charged and cars inspected that ought not to have been inspected, Chief Inspector Cowen has instructed the road to plainly mark the cars that are to be inspected, so the track men will know which cars to pass by.

John West & Co., grain receivers, have established a department to handle hay on

consignment. In the past the firm has handled some hay, but will now make it a specialty. Albert West has joined the Hay Receivers Assn. and the Feed Dealers Assn., and will employ a regular track man.

At the annual sale of sample tables, Jan. 19, the highest premiums for choice were paid by Rumsey & Co., and Gerstenberg & Co., \$100 each. Rosenbaum Bros. bid \$75 for third choice. Total premiums and rentals for the year aggregate \$6,000, against \$8,000 in 1904. The premiums this year amounted to \$3,650.

George H. Martin, one of the early members of the Board of Trade, died Jan. 14, aged 70 years. Mr. Martin had been a member of the Board of Trade since 1865. He was formerly a partner in the firm of Geo. M. Howe & Co., but for the last 20 years had been engaged in the grain brokerage business under his own name.

The Chicago Terminal Eltr. Co. has been adjudged bankrupt by Judge Kohl-saat on recommendation of Referee in Bankruptcy Eastman, who found that the company is operated at a yearly loss of \$100,000. The Equitable Trust Co. has been appointed receiver. This final order comes after long continued litigation and was immediately appealed.

For the fiscal year ending Jan. 9, the receipts of the Board of Trade were \$372,957, and the expenditures \$269,732. Cash on hand \$150,499, against \$47,274 a year ago, and \$19,411 2 years ago. The membership is 1,785. The Board of Trade weighmaster, H. A. Foss, weighed 279,690 cars of grain, 63,955,561 bus. to and from vessels and 36,918 bags of seed.

The exorbitant fee of 50 cents per car for special re-inspection of grain routed via Chicago Junction Ry. direct to eltrs., of which complaint has been made to previous administrations of the inspection dept. in vain, has been reduced by the new Chief Grain Inspector, W. Scott Cowen, immediately that his attention was called to the injustice by the Calumet & Western Eltr. Co., to 35 cents per car, the same as on other roads.

The directors of the Board of Trade have re-appointed Geo. F. Stone secy. and Henry S. Robbins atty. Among the committees appointed by Pres. Jackson are: Warehouse—Wagner, Bines and Sickel. Grain—Sager, C. B. Pierce, B. A. Eckhart, James S. Templeton and William N. Eckhart. Transportation—Sickel, Harris, Patten, Bradley, B. A. Eckhart, E. L. Glaser, J. J. Bryant, E. L. Merritt and Richard Gambrell. Weighing—Ware, Crighton and Harris. Flaxseed inspection—Sager, T. M. Hunter, George E. Alt, P. H. Eschenburg and J. H. Milne. Other inspection—Comstock, Fitch and Harris.

E. W. Wagner proposes to compile a list of names of persons who have tried sharp practices on Board of Trade firms, which list can be consulted by any member before transacting business for out of town customers whose proposition is of doubtful character. Too many commission merchants have been victimized by orders to buy or sell grain by wire, with a statement that the check or draft or money is "on the way." The funds never reach the broker. A certain swindler has tried this dodge on several different firms.

Eastern and western roads agreed at their meeting, Jan. 19, to make Chicago, instead of the Mississippi River, the basing point of grain rates. The eastern roads are reluctant to make the reduction

in rates necessary to compete successfully with the lines running to the Gulf. When the Chicago & Eastern Illinois made a thru export rate from Chicago and other common junction points on its line in which the eastern lines received as their portion 12.6 cents, the eastern roads gave notice that they would not accept less than 15 cents from Chicago, tho willing to accept 12.6 from points south. Progress is being made toward an agreement, under which eastern and western lines both will share in what reduction may be necessary to get the business.

Members and directors of the Board of Trade who have given the most thought to the unexpected effects of the Illinois bucket-shop law are firmly convinced that this ancient statute must be repealed. Some of the practical politicians whom the Board is fortunate in having among its members believe that the prospects of success will be much brighter if the Board will concentrate its efforts on one measure instead of three. The proposed legislation was fully discussed at the recent annual meeting of the Board of Trade. A resolution instructing the directors to have a put and call bill introduced in the legislature was defeated.

Unless something radical is done by the eastern and western roads in the matter of rates Chicago, as an exporting grain market, will be wiped off the map. It is impossible now to buy corn in western Iowa, Dakota, or Illinois within 100 miles of Chicago, ship it here, and export it by way of Atlantic ports except at an absolute loss. Iowa dealers who have shipped to Chicago for years cannot send any corn this way because Omaha bids are 2 to 4 cents a bushel more than any offers that we can make to ship here. The fact of the matter is, it surprises me that we are receiving any corn at all, and were it not that we now are getting that which was contracted for some time ago, Chicago hardly would be receiving enough corn to supply the local requirements, whereas we had anticipated an enormous movement to this market during the winter months.—E. L. Glaser, of Rosenbaum Bros.

ILLINOIS.

Edinburg, Ill.—Geo. A. Wacker will build an eltr.

Villa Grove, Ill.—T. D. Hanson & Co. made an assignment recently.

Hervey City, Outten P. O., Ill.—W. S. Smith has completed his new eltr.

Governor Deneen advocates the amendment of the state incorporation law.

Earlville, Ill.—Ed. Weidner has purchased a site and will build an eltr.

Minonk, Ill.—The eltr. being built for B. M. Stoddard has been about completed.

Langley, Ill.—The Northwestern Eltr. & Grain Co. is equipping its eltr. with an improved Hall Distributor.

Edwardsville, Ill.—The Hunter Bros. Milling Co. is building 50,000 bus. additional storage to its new plant.

Latham, Ill.—The Farmers Eltr. Co. has bot the eltr. and grain business of Z. K. Wood & Co. and succeeded them, Jan. 2.

Kewanee, Ill.—C. A. Wylie has installed a motor in his eltr. and will operate his eltr. by electricity instead of steam.

Decatur, Ill.—Geo. Beyer, secy. of the Illinois Grain Dealers Assn., has removed his office from Decatur to DePue, Ill.

Leslie, Ill.—The eltr. of the Smith-Hippen Co., burned Jan. 16, with 7,000 bus. of grain. Loss, \$10,000; insurance, \$6,500.

Lena, Ill.—The D. P. Hill Grain Co., of Freeport, has leased the eltr. formerly operated by A. F. Foll & Co. G. W. Miller will have charge.

Mt. Carmel, Ill.—Frank & W. E. Storckman will succeed Holsen & Schucker, Feb. 1, as owners of the Bluff City Mills and Eltr. A, having purchased the plant.

Gridley, Ill.—The Gridley Eltr. Co., incorporated, \$6,000 capital stock, to deal in produce and fuel. Incorporators, Frederick Frey, J. C. Luckett and Percy Kingdon.

Fairland, Ill.—F. H. Wright, agt. for Bartlett, Kuhn & Co., Terre Haute, was severely injured recently. He tripped and fell as he was leaving the eltr., breaking both bones in his right leg.

Toluca, Ill.—Davison & Livingston, of Minonk, have bot the eltrs. of Ball & Twist, at Toluca and Custer, and will take possession July 1. The company has 2 eltrs. at Toluca and 1 at Custer.

Beason, Ill.—The Evans Eltr. Co., of Decatur, has bot the eltr. and cribs of John T. Gelsthorpe, and has succeeded him. Geo. Seal is mgr. Mr. Gelsthorpe retires after 25 years spent in the grain business.

Woosung, Ill.—Bartlett, Frazier & Carrington, of Chicago, has bot the eltr. of W. H. Hey, at Woosung. W. E. Chase & Co., who have operated the eltr. for the past 2 years, will continue to operate it for the new owners.

Mattoon, Ill.—The Mattoon Grain Co. has bot the plants of the Mattoon Eltr. Co., at Mattoon, Dorans and Coles station. The Mattoon Grain Co. is composed of John Stone, Geo. E. Wyeth and A. R. Hardin, of Charleston, and John Linder, of Loxa.

Maroa, Ill.—Jeff Taggart was severely injured recently in the eltr. of Minor H. Allsup. He slipped, and to save himself from falling caught hold of the car loader and was so seriously injured that amputation of the arm was necessary.

Hoopeston, Ill.—The Illinois Lumber, Grain & Coal Co. will succeed the Farmers Eltr. Co., Feb. 1, when the eltr. company consolidates with the J. H. Dyer Lumber Co. The capital stock will be \$50,000. The organizers of the company are J. H. Dyer, M. H. Lewis and H. C. Finley.

The Secy. of State of Illinois is now calling upon all corporations to contribute \$1 to his fee fund and have the names and addresses of their officers filed with his bands of cribfeeders. In a short time the grafters will be hungry for another fee, and the corporations will be asked for \$1 to file a report to the effect that they are not members of a trust. Both statements cud be reported and filed at the same time, but—well, the politicians want the money, so cough up.

Litchfield, Ill.—C. B. Munday has bot the interest of G. L. Settemire in the firm of Munday-Settemire Co. The business will be continued under the same name for the present. Mr. Settemire, who has been in poor health for some time, will travel for a year or more.

Dixon, Ill.—C. B. Crawford, of Nacahusa, has opened the eltr. known as the Patterson eltr., and will engage in the grain business at Dixon. The eltr. has been under lease to the Dixon Cereal Co.

for the past 5 years. Mr. Crawford will have charge personally of the Dixon business.

Springfield, Ill.—Representative McCaskrin introduced in the legislature Jan. 20 a resolution, which was referred to the committee on railroads, for an investigation of the alleged discriminations by railroads in freight rates. Mr. McCaskrin declares that the discrimination against small towns on non-competitive lines is too flagrant to be longer tolerated. It is alleged the commissioners are disqualified from holding office because they own bonds, stocks and property in railroad companies and pecuniarily are interested in railroad corporations. The committee is to report by Feb. 20.

Results of an investigation of hard road building and the best methods to be used in a proposed system of hard roads for Illinois, conducted by the hard roads commission appointed by Gov. Yates a year ago will be submitted to the legislature the latter part of next week. Gov. Deneen has expressed himself as much pleased with the results of the investigation. A rough draft of a measure providing for a general system of hard roads in the state also was gone over, and when this bill is submitted to the legislature, it is to have the full approval of Gov. Deneen, and to include the recommendations on the subject contained in his inaugural message. Better roads leading to your eltr. will make it possible for farmers to market when they please.

INDIANA.

Rochester, Ind.—Wm. H. Deniston has succeeded Deniston & Caffyn.

Roachdale, Ind.—Lockridge & Ashby have completed their new eltr.

Auburn, Ind.—LaDue & Carmer will build eltrs. at Auburn and St. Joe Station.

Durbin, Ind.—The eltr. for the Goodrich Bros. Hay & Grain Co. has been completed.

Adams, Ind.—A. Boling has leased his eltr. to the Toledo Eltr. Co. He will act as mgr. of the plant.

Quaker, Ind.—Bartlett, Kuhn & Co. will build an eltr. at Quaker on the Southern Ry.—Agt. Gilbert-Maddock Co., Raven, Ill.

Indianapolis, Ind.—Otto Metzger has sold his interest in the Metzger & Hill Grain & Hay Co. and will move to Pana, Ill.

Dayton, Ind.—Finch & Freeman have just completed a lumber warehouse. A full line of building material will be carried by them.

Cicero, Ind.—H. M. Stehman has bot back the plant which he sold to Frank B. Mabbitt, in March, 1903, and is again in the grain business.

New Albany, Ind.—Louis Hartman & Sons have succeeded Louis Hartman, Mr. Hartman having taken his sons, E. Alexander and H. Anton Hartman, into partnership.

Rossville, Ind.—A company is being organized to build a brick mill and eltr. at Rossville. It is proposed to form with \$20,000 capital stock. W. H. Gardner, of Carroll, is interested.

Indianapolis, Ind.—The railroad committees of the senate and house met in joint session Jan. 17, to give a hearing to representatives of the shippers and the railroads on the Newhouse and the Bell

bills to create a state railroad and warehouse commission.

Plainville, Ind.—Jas. D. Myers, of Worthington, for whom Burton J. Millis was an agt., finds that his net loss is \$2,000 on the business done by Millis. Millis also left personal debts amounting to over \$3,000. Nothing has as yet been heard from the missing man. Two suits, aggregating \$2,300, have been brot against Millis and his sureties.

The Eastern Indiana Grain Dealers Assn. will hold its annual meeting Feb. 2, in the Hotel Randall, at Fort Wayne, Ind., to elect officers for the ensuing year and transact other business. The Assn.'s invitation to the Eastern Indiana Hay Dealers Assn. to hold its meeting at the same time has been accepted by the hay men, who will meet at 2 p. m., the grain men meeting at 1 p. m. Many will come early and the attendance is expected to be large.

Indianapolis, Ind.—In his message to the legislature Governor Hanly recommends the creation of a state railroad commission, saying the commission should have power to fix rates and that the law should prevent unreasonable and inexcusable delay in the transportation of freight or cars or unjust discrimination in rates, either by way of rebates or otherwise. It should also prohibit discrimination against localities in furnishing cars, and should have some provision relative to the transfer and switching of cars. Bills of lading, releasing or limiting the common law liability of carries with reference to property covered by such bills, while in the custody of such carrier, should be prohibited.

A bill has been introduced in the Assembly of the Indiana Legislature by W. H. Guirl, which merits the earnest support of every owner of property in the state. It is House Bill No. 2, and provides, "That any mutual fire insurance company organized under the laws of any State in the United States, other than the State of Indiana, having premium notes or contingent liability and actual cash assets to the amount required of similar companies organized under the laws of this State, shall, upon complying with the other laws of this State relative to foreign fire insurance companies, be entitled to transact the business of mutual fire insurance in this State; provided, that the Auditor of State shall, as a condition precedent, before issuing a license to any mutual fire insurance company of any other State, or to any agent thereof, applying therefor, require such company or agent to furnish a certificate, under the seal of the department having charge of insurance companies in the State where such company is organized, showing that such company is duly organized, and is solvent and entitled to do the business of mutual fire insurance; and that similar companies of this State are, under like conditions, legally entitled to do business in such other State." Write your representative to support it.

INDIAN TERRITORY.

Mannsville, I. T.—Ream & Chivers will install a corn sheller with a capacity of about 600 bus. per day.

IOWA.

Ft. Dodge, Ia.—Williams & Kennison, formerly at Spencer, will operate their new plant as the Ft. Dodge Milling Co. They are building cribs and will buy grain

for the Iowa Eltr. Co. and act as local agts.

Jefferson, Ia.—Martin H. Troup, formerly agt. for the Atlas Grain Co., at Collins, has been transferred to Jefferson.

Inwood, Ia.—The Farmers Co-operative Produce Assn. has been organized and will build an eltr. Otto Benning is secy.

Hedrick, Ia.—The Central Grain & Fuel Co. has secured the eltrs. operated by J. W. Ayers, at Hedrick, Martinsburg, Nugent, Ollie and Richland.

New Hartford, Ia.—H. Van Deest, of Sinclair, has purchased a half-interest in the eltr. owned by W. F. Tostlebe and will continue the business under his own name.

Sinclair, Ia.—L. E. Miller has purchased a half interest in the eltr. operated by H. Van Deest and the business will be continued under the name of Van Deest & Miller.

Ames, Ia.—The recent exhibit by the Iowa Corn Growers Assn. was very successful. The exhibit in the class for the best 100 ears of corn was fine. The \$2,000 premium wagon offered for the best exhibit in this class was won by W. E. Johnson, of Menard County, Ill.

Sheldon, Ia.—Jas. E. Van Patten, a former grain dealer at this station, died Jan. 11, at Kansas City, of appendicitis. He was on his way to Colorado with his wife and was taken ill on the train. The eltr. formerly operated by Mr. Van Patten is now owned and operated by L. J. Button.

Stanwood, Ia.—Jos. W. McCoy, one of the oldest grain dealers in Iowa, died at his home in this city recently, aged 59 years. Mr. McCoy formerly owned and operated the eltr. here, but sold some time ago to the Wells & Hord Grain Co. and has since then been mgr. for that company at this station.

Ireton, Ia.—The eltr. of the Terwilliger & Dwight Co. was damaged Jan. 16 by a train which jumped the track near the eltr. and knocked the posts from under the back part of the building, letting 3,000 bus. of oats, corn and wheat out on the track. The mill was also damaged. The railroad will do all repairing.

Cedar Rapids, Ia.—Douglas & Co. are building a large addition to their starch factory. They are now grinding 3,500 bus. of corn per day, but the capacity will be increased to 5,000 bus. Bertram Orde, who has resigned as pres. of the National Starch Co., is now associated with this firm, which is the largest independent starch manufacturer in the west.

KANSAS.

Garden Plain, Kan.—John Kiefner has bot the eltr. and residence of F. P. Glascock.

Atwood, Kan.—A farmers' eltr. company is being organized at Atwood. I. M. Thomas is interested.

Belpre, Kan.—Tudor & Co., of St. John, have bot out and succeeded D. G. Donovan. Dick Blount is agt.

Turner, Kan.—The Santa Fe Ry. contemplates the erection of a 1,500,000-bu. eltr. at this point, to cost \$400,000.

Kelly, Kan.—B. Gellhaus has bot the interest of B. J. Kramer in the Kelly Mill & Eltr. Co., and continues the business alone.

Topeka, Kan.—Senator Blaker has introduced a bill to prevent the terminal eltrs. at Kansas City from deducting 100

pounds from the weight of each car for shrinkage.

Topeka, Kan.—Senator Brewer's bill abolishing the state grain commission has been approved by the senate committee of the whole.

Kansas City, Kan.—David J. Williams, an employee at the Frisco Eltr., fell from a narrow runway, Jan. 5, while oiling the machinery and was severely injured.

Winfield, Kan.—V. R. Bartlett & Co. have completed repairs on their eltr. which was damaged by fire Nov. 26. The capacity has been increased and new machinery installed.

Kansas City, Kan.—The eltr. of the Harroun Eltr. Co., which burned Jan. 6, will be rebuilt as soon as possible. Meanwhile all business will be handled thru the Gulf Eltr.

St. John, Kan.—Andrew Aitken and Jas. B. English have formed a partnership in the grain business. The business will be in charge of Mr. English, as Mr. Aitken intends retiring from active business.

About 30 millers were present at the meeting called by C. B. Hoffman, gen. mgr. of the Farmers Co-operative Shipping Assn., on Jan. 19, in an invitation to the millers to take stock in the company. Geo. H. Hunter, of Wellington, pres. of the Southern Kansas Millers Club, and F. L. Williamson, of Clay Center, pres. of the North Kansas Millers Club, were authorized to appoint committees to get the sentiment of the members and to formulate plans for the new company.

Topeka, Kan.—H. W. Grass has prepared a bill for a law requiring the railroad company, upon written application, to designate the place where a sidetrack may be located at any point where an eltr. of not less than 5,000 bus. capacity may be located not more than one-fourth mile from a regular way station. If the company does not desire to do this, it shall allow the eltr. to be built upon its right of way, and shall receive a fair compensation therefor. The bill makes the board of railroad commissioners the arbitrators between the people who want to build an eltr. and the railroad companies.

Kansas City, Kan.—The Maple Leaf Eltr., which burned Jan. 7, will probably be rebuilt immediately as it has been a paying investment ever since it was built. The new eltr. will be of steel and concrete and made fireproof. Chas. Peterson, the supt., estimates that from 30,000 to 40,000 bus. of first grade wheat, several thousand bus. of other poorer grade and about 1,000 bus. of barley will be saved, bringing the salvage up to about \$50,000. The insurance on the grain amounts to \$275,000, which, with the salvage, will about cover the loss on the contents. The power plant was not injured, but 11 cars filled with grain and 20 empties were burned. The building had just been wired for electric power.

KANSAS LETTER.

Bancroft, Kan.—C. O. Porter is out of the grain business.

Attica, Kan.—Schmidt & Vollmert have succeeded J. F. Schmidt.

Bloomington, Kan.—Hahn & McMillan have succeeded Hahn Bros.

Olmitz, Kan.—C. J. Kreisel is out of the grain business at this station.

Concordia, Kan.—The Stevens-Scott Grain Co. has repaired its eltr.

Hanover, Kan.—Miller & Co. are out of the grain business at this point.

Speed, Kan.—Hahn Bros. have succeeded C. F. Blauer in the grain business.

Abbyville, Kan.—Whetstone & McSherry have succeeded the Abbyville Grain Co.

Beloit, Kan.—A. T. Rodgers leaves in a short time to spend the winter at Hot Springs, Ark.

Woodston, Kan.—The Solomon Valley Mill Co., of Osborne, has succeeded the Smith Grain Co.

Phillipsburg, Kan.—Smith Bros., formerly at Woodston, have taken possession of the mill at this point. C. F. Blauer, of Speed, also has an interest.

Everest, Kan.—G. A. Jones, who was some time ago seriously injured in a Rock Island wreck near Topeka, has again been compelled to go to the hospital at Topeka.

Topeka, Kan.—A. H. Bennett, of the Bennett Commission Co., has left for the south to spend the winter visiting San Antonio, Corpus Christi and other points in Texas.

The grain business of Kansas is represented in the Kansas State Legislature by Mr. Miller, of Miller & Co., Hanover; Mr. Hodges, of Olathe; Mr. Steckel, of Ellinwood; Mr. Perdue, of Atchison Co.; Mr. Crus Leland, of Doniphan Co.; Mr. J. T. White, of Ada, and Mr. B. F. Blaker, of Pleasanton.

Among those having lately identified themselves with the Kansas Grain Dealers Asso. are Barnes, Godden, Flood & Co., Lebanon, Kan.; H. R. Sheldon, Kensington, Kan.; Lebanon Mill & El. Co., Lebanon; O. H. Schenck, Pawnee City, Neb.; N. Gennette & Co., Aurora; Hahn Bros., Bloomington; Smith Center Mill & El. Co., Smith Center; A. J. Clymans, Whetstone & McSherry, Everest, and Whetstone & McSherry, Abbyville.—A. M. D.

KENTUCKY.

Midway, Ky.—Henry Walters will build a 40,000-bu. eltr. at Midway.

Newport, Ky.—The Newport Milling Co. is building a warehouse and 50,000-bu. eltr.

Lawrenceburg, Ky.—Cheatham & Burns will make repairs on their eltr. and install new machinery.

Perryville, Ky.—The Southern Star Roller Mills contemplate the erection of a 30,000-bu. eltr. in the spring.

Paducah, Ky.—L. & Jos. Horth will conduct the business, recently purchased from the E. L. Mallory Grain Co., as the Horth Bros. Grain Co., with Jos. L. Horth as pres. and mgr.

Hickman, Ky.—The N. C. & St. L. Ry. has nearly completed its new eltr. and expects to handle 200,000 bags of corn thru it this year. Last year the road handled 130,000 bags of corn at this point.

LOUISIANA.

New Orleans, La.—At the annual election of officers of the Board of Trade, E. F. Kohnke was elected pres.

NEW ORLEANS LETTER.

The Frisco-Rock Island system has announced that when its ship-slip at Port Chalmette approaches completion, the road will erect the finest system of grain eltrs. about the harbor of New Orleans. Pres. L. S. Berg, of the New Orleans Terminal

Co., representing the Frisco locally, has announced that the contracts will be let during the spring.

Figures for the past week indicate that the outward movement of corn is the greatest the port of New Orleans has ever known in the same week. During the week 22 vessels left port with 1,800,000 bus. of corn destined to Great Britain, Denmark, Germany and France.

Work began Jan. 23 on the Public Belt Railroad of the City of New Orleans, which, when completed, will afford communication completely around the city, connecting every trunk line entering New Orleans and affording the cheapest possible switching privileges to all manufacturers, etc.

There has been a repeated rumor through the local grain circles that the Armour interests, with the Rosenbaum, would not be satisfied with their lease of the Chalmette Eltr., although little has been done there as yet, but that they would probably purchase a site and erect eltrs. of their own within the next year.

The inward movement of corn was only 1,312 cars, as against 1,336 the week before, and over 1,500 cars the first week of the year. However, the local men declare that the movement during the coming week should surpass anything that has yet been seen here. The stocks to-day amount to 2,508,000 bus., the largest ever yet on hand of corn alone.

Sec. Fred Muller, and C. W. Robinson, delegates from the Board of Trade to the National Board of Trade meeting in Washington, returned to New Orleans last night, having obtained the indorsement of the Mississippi & Orient Steamship Co. project. The project is for an American-owned, American-built line of steamships, to be untrammelled by any railroad connections, and to take the products of the Mississippi Valley through the Panama canal to the ports of the Pacific orient and the west coast of South America. The plan is to have capitalization of \$5,000,000 to start the line before the opening of the canal with several chartered steamers to run to the isthmus.

New Orleans grain circles are interested just now in the phenomenal torrent and flood of corn that is sweeping down on the city with little show of let-up, from all the country about the great lakes. The figures thus far reached during the new year have been staggering to all past records. Just the how and the why of it the local handlers have not quite grasped. It is felt that movements and influences having their source elsewhere are chiefly, if not altogether, responsible therefor; and the recent publications emanating from Chicago, have made those chiefly interested rather uneasy for fear this sudden prosperity in the grain trade may disappear. The story published in the New Orleans papers from Chicago, Friday morning, relative to the meeting of the Western and Eastern roads that decided to make Chicago, Peoria and St. Louis the basis points for rates, rather than the Mississippi river, as heretofore, was regarded as somewhat of a victory for those influences which might seek to hold much of the corn in Chicago, for shipment Eastward or Southward as might seem best later on. Altogether, the New Orleans interests are very much in favor of a continuation of whatever plans the Illinois Central Railroad and the Missouri Pacific and Texas and Pacific roads are finding necessary to carry out to obtain the busi-

ness. There has been a well defined fear during the week, however, that the East and West lines might do something that would serve to divert some of the corn. The inward movement for the present week ran some odd cars behind that of the week before, and the week before was several hundred cars behind that of the first week in the new year.—J. E.

MARYLAND.

BALTIMORE LETTER.

Robert Ramsay, Douglas M. Wylie and George S. Jackson represented the Baltimore Chamber of Commerce at the meeting of the National Board of Trade in Washington, D. C., Jan. 17.

The hearing in the differential freight rate matter before the Interstate Commerce Commission will be resumed at Washington on 25th inst. This is Baltimore's turn, and its counsel feels very sanguine that the decision rendered by the Commission in 1898 will be reaffirmed.

The annual election for five directors of the Chamber of Commerce will take place on Jan. 31, and as there is no opposition to the regular ticket the following nominees will be elected to serve three years: James A. Clark, Blanchard Randall, Wm. Hayward, A. W. Mears, C. W. Schermerhorn.

Richard Gambrill, a member of Chicago Board of Trade, was a visitor on the Chamber of Commerce last week. Mr. Gambrill, who is a member of the transportation committee of the Chicago Board of Trade, took great interest in the fight Baltimore is making for recognition in regard to freight rates.

After a special meeting of the board of directors of the Chamber of Commerce, on 21st inst., the retiring pres., James C. Gorman, was presented by his fellow directors with a handsome silver loving cup properly inscribed. Mr. Gorman has served the Chamber of Commerce two years as President, and retires with the best wishes of all his fellow members. Many important matters have been considered during his term of office, and he has met all these demands with wisdom, tact and a determination to care for the interests he represented.

The committee having in charge the matter of freight rate discrimination in favor of the Gulf have been working earnestly, and have a reasonable expectation that some relief may be soon accorded this and other Atlantic seaboard ports. It has been a subject of gratification that Chicago is also alive to this situation and its action has stimulated the effort here. In this connection, a general meeting of the Chamber of Commerce was held in the main hall on 16th inst., and the preambles and resolutions published elsewhere in this number were unanimously adopted.—B. M.

MICHIGAN.

Vicksburg, Mich.—Wm. A. Todd, of Kalamazoo, has succeeded Morris Kent & Co.

Grand Rapids, Mich.—The Valley City Milling Co. is installing an improved Hall Distributor.

Wayland, Mich.—Harry R. Pickett has bot the interest of Lee Deuel in the grain and lumber business of Wallbrecht & Deuel.

Shelbyville, Mich.—Wallace M. Briggs,

a prominent grain dealer in this part of Michigan, died recently of gastric catarrh, from which he had suffered for the past 18 months.

Powers, Mich.—The farmers of this vicinity are endeavoring to obtain an eltr. and warehouse for the storage of grain and other farm products to encourage the raising of larger crops.

Hunters Creek, Mich.—A. J. and Warren N. Clark have secured a verdict against the M. C. Ry. for \$3,216.66 for causing the loss of their eltr. The fire was caused by a spark from a passing engine. The eltr. was valued at \$8,000.

MINNEAPOLIS.

Memberships in the Chamber of Commerce are now held at \$2,700.

After the end of its year the Chamber of Commerce will confine itself to gathering statistics relating to the grain business only.

The eltr. of the Midland Linseed Oil Co. was damaged by fire Jan. 9, causing a loss of about \$500. The fire was caused by an overheated flue.

The transportation committee of the Chamber of Commerce is endeavoring to have Minneapolis made a basing point for grain rates from the west to the seaboard.

The Chamber of Commerce has had its telephone service greatly improved recently. The Northwestern Telephone Co. has installed a long distance board and the other companies have set up switchboards with operators who will control the 39 open telephones and the numerous private lines. The freight bureau headquarters have been removed from the fourth floor to the Exchange floor.

The Minnesota Shippers Assn. has made complaint to the state railroad and warehouse commission against every road in the state, alleging discrimination in favor of certain shippers in the waiving of car service charges, and free storage of freight in cars for favored persons. This use of the cars for storage is said to be practiced especially by the Great Western, Burlington, Wisconsin Central and Soo lines.

Piper, Johnson & Co. is the name of a new firm, which will do a general grain commission and stock brokerage business, with private wires to New York, Chicago, St. Louis and Kansas City and to the New York, Philadelphia and Boston stock exchanges. Geo. F. Piper, vice-pres. of the Chamber of Commerce, is at the head of the company. Walter D. Douglas, of Cedar Rapids, Ia., and E. C. Warner, pres. of the Midland Linseed Oil Co. are also partners, with Denman F. Johnson, Minneapolis representative of Finley Barrell & Co., as the junior member.

MINNESOTA.

Litchfield, Minn.—Quinn Bros. contemplate the erection of an eltr.

McIntosh, Minn.—The Farmers Grain & Produce Co. will build a 25,000-bu. eltr.

Fairfax, Minn.—The Lake Benton Milling Co., Lake Benton, will build a 40,000-bu. eltr.

Page, Minn.—The Minnesota & Western Grain Co. contemplates handling ground feed at this station.

Currie, Minn.—C. E. Jerome will be retained as agt. at the eltr. recently purchased by the Skewis-Moen Co.

Hancock, Minn.—W. L. Almquist, of

Ellendale, N. D., succeeds Moore Stephens as agt. for the Duluth Eltr. Co.

Canton, Minn.—The Grain Dealers Journal is all right. Can't do business without it.—A. E. Wheeler & Sons.

Thief River Falls, Minn.—S. T. Swanson, of Wylie, is now mgr. of the eltr. of the Red Lake Falls Milling Co. at this point.

The joint committee of the Minnesota legislature to investigate railroad rates has chosen Senator A. O. Eberhart chairman.

Blue Earth, Minn.—The Walter-Bowman Eltr. Co., of Mankato, has bot the eltr. of South & Sasse and will take possession Feb. 1.

Representative Grandrud has offered a resolution in the Minnesota house calling for an investigation of the state grain inspection dept.

New Paynesville, Minn.—The Phipps Grain Co. is new at this point. It has leased the eltr. of the Woodworth Eltr. Co. E. R. Phipps is mgr.

Avoca, Minn.—The eltrs. of the Hubbard & Palmer Co. and Benson Eltr. Co. have been closed. Sage Bros. and the Peavey Eltr. Co. will keep open.

Duluth, Minn.—Ely, Salyards & Co. brot suit against the N. P. Ry. for \$238.86 for the loss of grain in transit from Montana to Duluth, and were given judgment.

The Minnesota house has concurred in the joint memorial urging the government to pass the Steenerson bill for the free importation of Canadian wheat for seed.

Fergus Falls, Minn.—Chas. H. Goodsell, supt. of the northern division of the line of eltrs. operated by the Minneapolis & Northern Eltr. Co., died Jan. 11 of pneumonia after a brief illness.

St. Paul, Minn.—The Minnesota Shippers & Receivers Assn. has been incorporated with 200 members. It hopes to get a reciprocal demurrage law passed and secure more prompt delivery of freight.

St. Paul, Minn.—Representatives Wells and Erickson have introduced bills in the legislature against bucket-shopping, which bills merit the careful scrutiny of capable attorneys before enactment into law, lest legitimate transactions on the Chamber of Commerce be touched.

Duluth, Minn.—The following committees were chosen at the annual election of the Board of Trade: Arbitration: G. G. Barnum, Watson S. Moore, S. A. McPhail; Appeals: F. E. Lindahl, R. D. Haig, Thos. Gibson; Inspection: J. F. McCarthy, J. T. Hickman, A. M. Prime, Chas. Haley and John T. Pugh.

Duluth, Minn.—The Smith-Baker Commission Co. has brot suit against H. B. Barneman, of Hallock, for the recovery of \$1,124, which it alleges he secured by fraudulent means. It is claimed that from Oct. 5 to Dec. 8, 1904, he was in the employ of the commission firm and by a verbal contract was to buy grain at Hallock for his employers and ship it as directed, he being allowed all the profits, the company being allowed the usual commission and supplying the money for the purchase of the grain. It is claimed that he represented the purchase of grain to have aggregated \$4,471, and that he never had grain in his possession or control worth more than \$3,475. The plaintiff also alleges that the defendant represented that he had purchased, on Nov. 22, a car of wheat valued at \$900 and drew up upon

the plaintiff for that amount, which was paid. It is alleged that the car was not worth more than \$770.

MISSOURI.

St. Louis, Mo.—R. S. Young, of Funston Bros. & Co., is dead.

Kansas City, Mo.—Robert C. House, of the Kemper Grain Co., was married recently to Miss Elma F. Crow.

Moberly, Mo.—L. H. Valentine, formerly at Mapleton, Ia., is now in the employ of the Missouri Grain Co. at this place.

Kansas City, Mo.—The Board of Trade Clearing Co. has elected the following officers for the coming year: H. Vander-slice, pres.; H. J. Difenbaugh, 1st vice-pres.; L. Fowler, 2d vice-pres.; G. S. Clarkener, secy. and treas.; G. G. Lee, mgr.

St. Louis, Mo.—The following committees have been appointed for the Merchants Exchange for the ensuing year: Weighing committee—John E. Geraghty, chairman; John J. Schulte, O. A. Orvis, Frank H. Gieselman, C. W. McClellan, M. W. Cochrane, Edward Devoy and W. A. Miller. Rules—Thos. B. Teasdale, chairman; Roger P. Annan, Marshall Hall, Robt. C. Napier and Wm. Stratton. On contracts for future delivery—H. S. Potter, chairman; Emil Summa, Fred W. Seele, E. C. Chamberlain and J. O. Allen. Special appeals for future delivery—Jas. S. McClellan, chairman; F. X. Donovan, W. H. Miner, Gary H. Bacon, Chas. W. Isaacs, Chas. J. Quesnel and H. B. Sparks. Grain—T. B. Morton, chairman; E. Hodgkins, John G. Mittler, John L. Messmore, S. A. Whitehead, E. F. Catlin and E. L. Waggoner. Geo. H. Morgan was re-appointed secy. for the 41st consecutive year. The former presidents of the exchange united in presenting Mr. Morgan with a gold watch and chain as a token of their esteem.

St. Louis, Mo.—Jos. K. Davidson has brot suit in the circuit court to have the assignment of Harroun Bros. to A. C. Stewart, Henry A. Haarstick and Wm. T. Kemper set aside and a receiver appointed for the firm, and has also asked for an injunction against the C., B. & Q. Ry. to restrain it from paying \$15,000, which it owes to Harroun Bros. The defendants named in the petition are: Wm. H., A. L. and A. M. Harroun, partners, doing business as Harroun Bros.; the C., B. & Q. Ry.; A. C. Stewart, Henry C. Haarstick and Wm. T. Kemper. Davidson says that he was the owner of plants at McAllister, Adair, Vinita, Blue Jacket and Welch, I. T., and, in Oct., 1903, he entered into an agreement with Harroun Bros. to conduct business mutually at these stations, and at the end of the agreement the net profits were to be equally divided after the expense had been paid. He alleges that the agreement was terminated Oct. 30, 1904, without notice, and that \$3,000 is still due him. He also asks that Stewart, Haarstick and Kemper be required to turn over all money and property held by them and account in full for the balance of the assets of Harroun Bros. taken by them under the assignment.

NEBRASKA.

St. Libory, Neb.—The Omaha Eltr. Co. is repairing its engine at this station.

St. Paul, Neb.—A. N. Conklin, who recently succeeded the Jacques Grain Co.

will make his headquarters at this station.

Falls City, Neb.—P. S. Heacock has installed a car loader that will fill a car in 20 minutes.

Shelby, Neb.—Geo. Brigham has succeeded Frank Braithwait as mgr. of the eltr. for Jas. Bell & Son.

Manley, Neb.—The Manley Co-operative Grain Co. contemplates the erection of a 5,000-bu. storage warehouse.

Southbend, Neb.—The Farmers Co-operative Grain Assn. has secured control of the eltr. owned by the Duff Grain Co.

Omaha, Neb.—There is no truth in the rumor that the Nye Schneider Fowler Co. will erect a 1,000,000-bu. eltr. at Omaha.

Shelby, Neb.—The 20,000-bu. eltr. for the Farmers Eltr. Co. has been nearly completed and is expected to be ready for business by Feb. 1.

Beatrice, Neb.—Cummings & Laughlin confirmed sales for over 100,000 bus. of corn recently in one day, to points in Missouri, Kansas and Oklahoma.

Hampton, Neb.—The dump at the eltr. of H. O. Barbour & Co. was accidentally left unlocked recently and the horses attached to a load of wheat sunk into it and were injured.

Omaha, Neb.—J. F. Twamley & Son have not started work on their eltr., which was to have been completed before this date, but owing to a dispute over the title for the site they have been delayed.

Spencer, Neb.—Frank Braithwait, formerly buyer for Jas. Bell & Son, at Shelby, for 20 years, has resigned his position with them and has started in the grain business on his own account at Spencer.

Lincoln, Neb.—King Marks, colored, was fined \$10 and costs recently for stealing grain from a car near the eltr. of the Ferguson Eltr. Co. The employe of the eltr. who saw the theft was unable to identify the other 2 boys arrested with Marks.

Hooper, Neb.—Henry Roberts is not in charge of the Brown Eltr. Co.'s house, as stated in this column, Jan. 10. Mr. Roberts owns his eltr. and the ground it stands on, and has F. M. Wright in charge as agent for him. Mr. Roberts resides at Tekamah.

Omaha, Neb.—The Farmers Grain Co. incorporated, \$250,000 capital stock. The officers are: C. Vincent, pres. and general mgr.; J. W. Wylie, vice-pres., Miller, Neb.; J. E. Harris secy., Amherst, Neb. C. Vincent holds a membership in the Omaha Grain Exchange.

Omaha, Neb.—The Updike Grain Co. has let the contract for the erection of a 1,000,000-bu. eltr. to have trackage facilities from the Belt Line. The house will have capacity for handling 100 cars in 10 hours and will be an up-to-date terminal eltr. and cleaning and mixing house. Work will be commenced at once.

NEW ENGLAND.

Foxcroft, Me.—Sanger E. Coburn, of Dover, has purchased the grain warehouse of E. A. Ireland and has leased his feed mill.

Dover, Me.—Sanger E. Coburn has discontinued his business at Dover and will hereafter conduct his business at Foxcroft.

Boston, Mass.—The large frame building of Sumner Crosby & Son burned re-

cently. Loss, \$2,500 on building and stock of grain and hay.—H. B.

Eastondale, Mass.—J. M. Howard & Son are erecting an eltr. and grain warehouse.

Portland, Me.—The Grand Trunk Ry. has opened Eltr. No. 3 and will operate it in connection with Eltr. No. 2.

Boston, Mass.—At the recent annual election of the Chamber of Commerce Henry M. Whitney was elected pres.

Boston, Mass.—The W. T. McLaughlin Co., of Jamaica Plains, has bot out S. M. Grant, a well known retail hay and grain man, and has succeeded him. Mr. Grant has retired from active business.—H. B.

Fall River, Mass.—Griffin Bros. has let the contract for the erection of an eltr. to cost about \$10,000. Work will be begun March 1. The main building will be 38x80x65 ft. and will have a capacity of 25,000 bus. The structure will be of brick and wood covered with slate or corrugated metal.

NEW JERSEY.

Gloucester City, N. J.—The safe of F. B. Sitley & Son was blown open Jan. 6, but only \$86.41 were secured. Nitroglycerine was used, the safe was wrecked and all the glass in the room was shattered.

Camden, N. J.—The United Feed Co., incorporated, \$50,000 capital stock, to buy and sell grain. Incorporators, Gustavus A. Muller, Edw. Schmidt, E. E. Penneck, Fred'k J. Poth, Aug. W. Woecken, Louis J. Bauer and W. T. Rex.

NEW YORK.

Rochester, N. Y.—Frank A. Dole, a maltster, has been declared a voluntary bankrupt.

New York, N. Y.—Consider Parish, one of the oldest and best known members of the Produce Exchange, died Jan. 12 at his home in Brooklyn, aged 75 years.

New York, N. Y.—Henry Heinzer, assistant statistician of the Produce Exchange, has been promoted to the head of his department, succeeding the late J. C. Brown.

Buffalo, N. Y.—O. F. Hempel & Co. are new in the grain trade and will give special attention to handling consignments. O. F. Hempel was formerly with C. F. Rockwell & Co.

New York City, N. Y.—Archibald Montgomery, the oldest member of the New York Produce Exchange, died at his home in Brooklyn, Jan. 7, of pneumonia, aged 83 years. Mr. Montgomery came to this country from Ireland in 1849 and was a large shipper of grain during the Civil War. He was a charter member.

Buffalo, N. Y.—F. M. Murphy and Geo. E. Williams have formed a partnership and will do a general grain business as Williams & Murphy. Mr. Murphy is pres. of the Indianapolis Grain Co., Indianapolis, and Mr. Williams, who will manage the Buffalo office, had charge for 7 years of the eastern business of the Cleveland Grain Co.

Oswego, N. Y.—The plant of the Corn Products Co. was damaged by fire, Jan. 13, causing a loss of \$150,000, which was fully covered by insurance. The fire was caused by the explosion of a boiler near the packing room and destroyed only old portions of the plant, which will be rebuilt probably within 3 months. This

plant was destroyed by fire a year ago this month and was rebuilt at a cost of about half a million.

New York, N. Y., Jan. 18.—We are glad to report continuance of the favorable conditions ruling last week, especially for medium and lower grades of hay. As we mentioned, the daily supply is regulated more or less by the amount of hay sold, thus keeping prices steady. We believe present quotations may be relied on and would advise our friends to take advantage of the situation, and not wait too long before shipping their hay.—Gilbert Plowman & Co.

BUFFALO LETTER.

Grain and feed dealers will be interested to note that Mallison & Son are preparing to set up a new feed mill at Linden, on the Erie, beyond Attica.

The Washburn-Crosby mill here has milled quite an amount of Canadian wheat and exported it in bond, though the drawback plan is likely to be preferred when it is perfected.

Grain is moving on track very satisfactorily and its appearance is better than the average, though there is not much corn coming that grades above No. 3. The average stopped off for inspection is over 100 cars a day.

The appearance of white club wheat from Montana and red fife wheat from Washington has added to the unusual variety already shown by way of trying to make up in that way for the actual shortage. There is about 200,000 bus. of white club in store here.

J. H. Rodebaugh, leading feed dealer on 'Change, is lately back from a long trip through the sources of his supplies in the west. He found the movement of feed running down pretty fast, perhaps on account of the decline in price, but was assured that it would come up again to the old volume before long.

The fallen Ontario Eltr. and its case are still without outward progress, though it begins to be said by outsiders that the case against the insurance companies looks stronger than it did, and if no evidence of collapse of the foundation is discovered when the ruins are removed the owner will stand a good chance of collecting the insurance.

There is quite a steady unloading of the winter-storage wheat from the vessels and the late thaw has made it much easier to move the vessels. Last week 118,300 bus. was taken out. New York is holding quite an amount here, but none yet on the new plan for storing contract grain, which seems to require an emergency to develop its usefulness.

The Chamber of Commerce is organizing to defend the barge canal, which has been attacked in the legislature by the roundabout route of questioning the constitutionality of the law. When that is out of the way there will probably be an effort to annul the law, but the first test vote in the Senate showed almost two to one votes in favor of the canal.

The eltr. pool for the coming season is about made up, only the Eastern and Frontier being out. The Eastern is handling a large lot of flaxseed and the Frontier is transferring the wheat used in the Washburn-Crosby mill, so that both claim extra percentages. It is not likely, though, that there will be any rupture of the pool on that account. Rates will be unchanged.

The annual election of the Chamber of Commerce on the 11th was the usual large gathering, though owing to only one candidate being presented for president the vote was only about 500, as against 666 last year, when there was a sharp contest for president. The result was as follows: Pres., H. J. Pierce, manufacturer; vice-pres., W. H. Gratwick, lumber; treas., J. H. Lascelles, banker; other trustees, S. M. Ratcliffe, D. M. Irwin, grain; W. P. Cooke, attorney; D. D. Martin, manufacturer. There are now 1,187 members of the Chamber, and it is in the best possible condition financially as well as regards usefulness. It takes part in all leading city questions, and seldom makes a mistake. It will now take up the union passenger station proposition.—J. C.

NORTH DAKOTA.

Walcott, N. D.—The farmers are talking of building an eltr.

Velva, N. D.—I. L. Berg has secured a site on the Soo and will build an eltr.

Page, N. D.—I find the Grain Dealers Journal a necessary article, so must have it another year.—Trevor Griffiths.

Bismarck, N. D.—Representative McCrea has introduced a bill in the legislature prohibiting the operation of bucket-shops.

Greatbend, N. D.—The farmers are preparing to build an eltr. to cost \$3,000. A feed mill will be built in connection with it.

Fargo, N. D.—The North Dakota Farmers Eltr. Assn. was organized Jan. 19, with O. G. Major and C. S. Shipley, both of Hope, N. D., as pres. and secy. respectively.

Page, N. D.—J. C. Miller, mgr. for the Farmers Eltr. Co., has been called to southern Iowa by the serious illness of his father. Walter Rutherford has charge during his absence.

Grand Forks, N. D.—G. W. Kellogg weighed a shipment of barley at the threshing machine and was short 1,200 bus. when the consignment reached Duluth. He has brot suit against the Northern Pacific road to recover \$600 on account of the alleged loss in transit.

Bismarck, N. D.—Representative Shiels has introduced a bill in the state legislature providing for the appointment of a grain commissioner by the governor, to whom every grain buyer and eltr. firm in the state shall make a daily report of the amount of grain bought and the amount shipped out, with the surplus remaining in the eltr. A violation of the law carries with it a fine of \$100 for each day such reports are not furnished, and an untrue report carries a fine equaling the total value of the grain over the difference between what is bought and what is shipped, except what is shown to be on hand, or by imprisonment of not less than one year nor more than ten years in the state penitentiary.

OHIO.

Wooster, O.—Daniel Heller, a former grain buyer at this point, has filed a petition in bankruptcy.

Rocky Ridge, O.—The Co-operative Co. has bot the eltr. from Lilly & Messersmith and will operate it.

Cincinnati, O.—The directors of the Chamber of Commerce have approved amendments to the rules omitting the grade of rejected and establishing the

grade of No. 4, and forbidding members or strangers from entering the offices of the grain inspector on the exchange floor.

Cincinnati, O.—Many distilleries, which have been idle, are resuming operations and the corn market is thereby improved in price and activity.

Cincinnati, O.—The Union Grain & Hay Co. has let the contract to J. Stewart & Co. for a frame and brick warehouse and eltr., to cost about \$10,000.

Cridersville, O.—John Reichelderfer, of John Reichelderfer & Son, died Dec. 20 after a long illness. E. F. Reichelderfer, the son, will continue the business under his own name.

Portsmouth, O.—At the annual election of the Portsmouth Cereal Co., H. S. Grimes was re-elected pres.; A. Frick, vice-pres. and general mgr.; J. P. Caskey, secy. and treas. The directors elected were: H. S. Grimes, A. M. Frick, J. P. Caskey, J. W. Bannon, Simon Labold, Geo. M. Appel and Geo. D. Selby.

Cincinnati, O.—The Chamber of Commerce, at its annual election, Jan. 11, chose the following officers for the ensuing year: Pres., H. Lee Early; first vice-pres., L. L. Sadler; second vice-pres., Robert W. Wise; treas., O. G. Fetter; secy., J. B. Clancey; directors, for two years—B. W. Gale, Edward R. Buhrman, Harry H. Hill, J. M. Sears, John Hoffmann.

Columbus, O.—H. S. Grimes, of Portsmouth, was re-elected pres. of the Ohio Grain Dealers Mutual Fire Insurance Assn. at the recent annual meeting. C. H. Tingley, of Columbus, vice-pres.; Fred Vercoe, treas.; J. M. McCord, secy.; C. O. Peters, inspector. But one change was made in the directors, Grant McMorran, of St. Paris, succeeding E. A. Grubbs. Reports showed that insurance in force amounted to \$700,200, a net gain for the year of \$131,000. Losses during the year amounted to only \$1,467.

Toledo, O.—The annual election of the Produce Exchange, Jan. 9, resulted as follows: Pres., Ezra L. Southworth; first vice-pres., Fred O. Paddock; second vice-pres., Charles L. Cutter; secy., Archibald Gassaway; treas., Fred W. Jaeger. Directors—Julius J. Coon, F. I. King, Frederick J. Reynolds, Charles S. Burge, Wm. H. Morehouse, James E. Rundell, Ernest W. V. Kuehn, Wm. H. Haskell, Cyrus S. Coup, William E. Cratz. Committee on Arbitration—A. Mennel, W. E. Brigham, H. W. Devore, Jno. Wickenhiser, W. W. Cummings, Henry Cratz, H. T. Morey. Committee on Appeals—A. W. Boardman, D. W. Camp, J. H. Bowman, Chas. L. Reynolds, H. L. Goemann, E. N. Crumbach, A. W. Bunce, A. B. Cutter, Geo. B. McCabe, Fred Mayer, Walton E. Stone. The following inspection committees have been appointed for 1905: Wheat—J. J. Coon, F. O. Paddock, C. L. Cutter, J. C. Keller, F. J. Reynolds, Fred Mayer, G. B. McCabe. Corn, oats, and rye—James Hodge, C. L. Reynolds, J. E. Rundell, W. H. Haskell, H. L. Goemann, H. W. Devore, E. L. Southworth. Seeds—F. W. Annin, E. W. V. Kuehn, John C. Keller, Fred W. Jaeger, C. S. Burge, R. L. Burge, W. E. Cratz.

TOLEDO LETTER.

E. H. Culver has been reappointed chief grain inspector with Dan Blankmier as assistant.

A grain, stock and commission office has been opened by James S. Mack, of Monroe, Mich., at Bowling Green, O. Or-

ders will be executed through Toledo firms.

The many friends of J. J. Coon, pres. of the East Side Iron Eltr. Co., will regret to learn of the death of his wife, which occurred recently.

W. E. Savage, general mgr. of the Toledo Grain & Milling Co., is nursing a fractured right arm as the result of a fall on an icy sidewalk recently.

The Miami Maize Co., at its annual meeting, held recently, re-elected J. H. Bowman, pres.; Charles P. Bowman, vice-pres.; Fred E. Bullard, secy. and treas.

In view of E. P. Bacon having been discourteously treated and his probity having been assailed, the Produce Exchange adopted the following resolution and sent a copy to the House Committee and one to the congressman from this district:—"Resolved, That we most respectfully protest against such proceedings, and hereby express renewed confidence in E. P. Bacon's character."

J. F. Zahm & Co. have issued a useful wall calendar to their customers which gives the closing Chicago prices of wheat, corn and oats a year ago, that prices may be readily compared with the daily current prices. Since the calendars have been sent out, the concern has reaped considerable amusement as a number of letters have been received which ask the company to give the prices for the future.—H. D.

OREGON.

The Minneapolis bucket-shop that operates 20 branch offices at Portland, Seattle and other cities in the Northwest, is ensnaring many victims.

Condon, Ore.—Kerr, Gifford & Co. contemplate the erection of several eltrs. between this point and Arlington as soon as the railroad is completed.

Portland, Ore.—The Albers Bros. Milling Co. was the only firm represented when bids were opened for the furnishing of hay and oats for government use in Manila. This firm offered to deliver 6,850 tons of timothy hay at \$19.60 per ton; 4,550 tons No. 3 Minnesota white oats at \$22.20 per ton, f. o. b. Minnesota, \$29.50 per ton f. o. b. Portland or \$29.95 re-cleaned and clipped f. o. b. Portland.

PENNSYLVANIA.

Philadelphia, Pa.—Asa B. Porter, mgr. for Chapin & Co., has applied for membership in the Commercial Exchange.

Philadelphia, Pa.—Wm. R. Brown, a director of the Commercial Exchange, member of the room and fixtures committee, and who had charge of the mill feed interests of Chapin & Co. on the floor of the Exchange, has resigned and will engage in business in New York City.

Philadelphia, Pa.—The Commercial Exchange, on Jan. 12, posted the following notice: "In view of the Keystone Elevator and Warehouse Company having declined under date of June 2, 1904, to make their house a regular warehouse under the rules of the Commercial Exchange, and having failed to appear before the Grain Committee at a meeting held January 11, 1905, and at which the president and secretary were requested to be present, the inspectors of this Exchange are instructed to discontinue the grading of any cars of grain at the Keystone elevator after January 18, 1905." Harvey C. Miller has protested against the action of the grain

committee on the ground that the company received notice to attend when both the pres. and the secy. of the company were away and could not appear within the 24 hours allowed. Mr. Miller states that the Keystone Eltr. Co., of which he is pres., operates entirely independent of the firm of L. F. Miller & Sons, of which he is a member.

PITTSBURG LETTER.

Rye remains quiet. The large distillers, the important buyers, have reduced outputs, and do not expect to buy the usual quota for the present run.

The straw market is firmer, on account of the very light receipts of the last few days. Rye straw, which went much lower a couple of weeks ago than it had been for a long time, is still down, and is not so much called for as the other kinds.

Shelled corn is quiet, and the last week has not shown any improvement in demand. Most of the corn arriving is said to grade no better than No. 3 yellow, and is not of a character to induce the trade to purchase freely, as large stocks of this kind are not desired.

Oats are in very good demand, but prices do not advance as they should to keep pace with stronger western conditions. Efforts have been made to obtain higher selling figures, but the attempts have been productive of meagre results. The market is held firm, but supplies are abundant enough to prevent advancing prices.

All arrivals of ear corn are quickly sold, and no accumulations have yet occurred. As a matter of unpleasant note, however, there were some refused cars within the couple of days immediately past, which caused annoyance and trouble, as well as loss. The samples referred to were of small and sparsely covered ears, mostly cob. The cold weather which has ruled for some time has done much in the matter of keeping sound corn in good condition.

By action of the Exchange a change has been made in the rules for grading of corn, and a much severer inspection will follow. To the rank and file the new ruling is not satisfactory, as it is said it will break down the barriers which have been building about the home market for 25 years, and invite the inroads of sellers from other places where the inspection is not so rigid. The endeavor was to hit at damp corn, but the claim is made that it went too far, and places Pittsburgh sellers in a bad position, inasmuch as they will have to compete with grades at other places which do not require so much.

The capture of two or three thieves who were taken red-handed in the act of pilaging grain cars in the Try street yards of the P. C. C. & St. L. railroad, has had at least a temporary salutary effect upon marauders of that kind, for the depredations have for the moment ceased. It is expected that the railroad people will see that an example will be made of those caught, for all who may have predilections for car robbing. No action had been taken by the Grain & Flour Exchange, and there is no likelihood of any attempt being made to further protect the cars until there is more thieving. The robbers caught were all teamsters.

Quotations for best timothy have hovered close to \$13. Some dealers claim to have call for all the hay they can secure. Reliable sellers make the statement that they have found more trouble than usual

this winter in securing a market at country points, for the reason that local farmers have been in good position to take care of all the demands of their various sections, and that these country supplies have come closer to the market of the city proper than for a long time. Timothy hay has not gone begging for purchasers, except where inferior grades have been offered, and these have had a hard row to hoe for some weeks. The supply of clover hay has largely increased, to the point that prices have commenced to wobble. For so long the cry has been for more of this kind of hay, and quotations advanced to so attractive a point that western shippers have responded valiantly at last, and there is more coming forward than can be readily absorbed.—C. H.

SOUTH DAKOTA.

Colton, S. D.—I. C. Schildt, of Salem, has bot the eltr. of C. Hill. Possession to be given March 1.

White, S. D.—Howard & Bemis, of Edgerton, Minn., have bot the eltr. of E. T. Alguire and took possession Jan. 1. Art Coon is mgr.

Bonesteel, S. D.—The state board of railroad officials has rejected the application of John Schroeder, of Armour, for a site for an eltr. on the Northwestern at this station.

SOUTHEAST.

Villa Rica, Ga.—W. H. Hamrick is new in the hay and grain business.

Greenboro, N. C.—J. R. Moorefield has opened up a grain and feed store at Greenboro.

Atlanta, Ga.—Rogers & Harwell are favoring their friends in the trade with a nickel-plated steel stiletto shaped letter opener.

Norfolk, Va.—The British steamer Elswick Tower recently loaded at the eltr. of the Norfolk & Western Ry., taking on a cargo for Europe, the first to leave here for some time.

Shenandoah Junction, W. Va.—J. J. Lyne has leased the McElroy mill and will operate it in connection with his eltr. The mill has been idle since the death of J. B. McElroy several years ago.

Dover, Del.—H. Ridgely Harrington has leased a floor in the building formerly occupied by the Dover Machine Works and will deal in grain. He will also install machinery for grinding grain.

Richmond, Va.—Moore, Warner & Co. are tearing down their old mill and will erect on its site a 4-story corn mill to cost about \$15,000. They expect to have the mill in operation in about 3 months.

Newport News, Va.—The grain market at this point is again busy after a long period of inactivity, and there is a notable increase in the shipments. The steamer Micmac recently loaded here for Europe.

Punta Gorda, Fla.—A. Roe has sold his grain, feed and general supply store to the Punta Gorda Market & Ship Supply Co., and moved to Arcadia, Fla., where he will embark in the same line of business as heretofore.

TENNESSEE.

Memphis, Tenn.—H. M. Jay & Co., hay dealers, have failed.

Nashville, Tenn.—Logan & Co. are installing a corn screen and blower.

Memphis, Tenn.—Howell, Turner & Co., grain dealers, have discontinued.

Memphis, Tenn.—The Patton-Hartfield Co. have purchased a site and will build an eltr.

Nashville, Tenn.—The H. H. Hughes Warehouse & Eltr. Co. will install a disc feed mill.

Union City, Tenn.—The Morgan-Hardy Grain Co. has increased its capital stock from \$20,000 to \$60,000.

Memphis, Tenn.—The Yates-Donaldson Co. has succeeded the Cannon & Yates Co., millers and grain buyers.

Nashville, Tenn.—Best Bros. have closed their office here. The brother in charge has moved to Nokomis.

Johnson City, Tenn.—W. T. Givens has succeeded A. P. Henderson & Co. in the grain, feed and produce business.

West Nashville, Tenn.—J. H. Everett and Wm. Magnus have formed a partnership to buy and sell flour in car lots.

Nashville, Tenn.—Roddy, Williams & Co. intend going into larger quarters and engage more largely in the reshipping business.

Columbia, Tenn.—The City Grain & Feed Co. will rebuild its 50,000-bu. transfer eltr. and feed mill, which was burned last month.

Memphis, Tenn.—B. B. Blackwell, who caused grain and hay shippers some grief, has left for parts unknown without applying for membership in the Merchants' Exchange.

Nashville, Tenn.—The Nashville Grain Exchange will take rooms in the 12-story sky scraper which is soon to be erected, and a movement is on foot to have all members take offices in the same building.

Nashville, Tenn.—Clarence B. Simpson has left for parts unknown, but those who really want hot corn can get all they can pay for by advertising in the "Grain Wanted" column of the Grain Dealers Journal.

Chattanooga, Tenn.—C. E. Leffler, reported to be a prominent grain dealer of Indiana, has mysteriously disappeared from Chattanooga. A package of his letters was found recently on Lookout Mountain.

Memphis, Tenn.—The R. S. Taylor Grain Co. has discontinued business. The firm made enough money and quit. S. F. Clark, who has been with them for the last 10 years, has started in business on his own account.

Memphis, Tenn.—J. W. Dickson, who came here from Birmingham, Ala., is doing a grain brokerage business, the style of the firm being Willis-Dickson Co. He is not a member of the Merchants' Exchange, altho he applied for membership.

Memphis, Tenn.—T. B. Jones & Co. have bot the plant of the old Memphis Grocery Co., on Calhoun st., and will gain possession April 1, 1906, when they will erect a modern grain eltr. soon thereafter. It will be equipped with feed grinding, elevating and weighing facilities.

Memphis, Tenn.—Lee D. Jones, who has been with Shanks-Phillips Co. for six years, has started in the grain and hay brokerage business on his own account. Mr. Jones is a brother of Chas. D. Jones, who is well known to assn. workers as the Memphis manager of Williams & Fitz-Hugh Co.

Memphis, Tenn.—W. H. Barnes, formerly of Grayville, Ill., and Henderson,

Ky., has formed a partnership with his brother-in-law, the style of the firm being W. H. Barnes & Co., to do a grain and hay business. Neither member of the firm has applied for membership in the Merchants' Exchange.

Memphis, Tenn.—J. E. Ballard & Co., who turned down many drafts and never even applied for membership in the Merchants' Exchange, has left for parts unknown without any of the local dealers getting as much as a bird's-eye view of any member of this short-lived firm.

Pulaski, Tenn.—A bill has been filed in chancery to wind up the business of the Riversburg Milling Co., located at Riversburg, a small town south of Pulaski. This method has been adopted by some of the partners who wish, having moved away, to secure capital invested altho the business is in good condition.

Memphis, Tenn.—The Lee Steamship Line is bldg. a 3-story concrete warehouse 300x330 feet, which will give them 210,000 sq. feet of floor space for handling package freight and corn and oats in sacks. Tracks will run into the house, and machinery installed for the mechanical handling of sacked grain.

Nashville, Tenn.—Harsh Bros. & Co. will bld. an eltr. in their warehouse with about 35,000-bu. bin capacity. A hopper scale of 42,000 lbs. hopper capacity, a platform eltr., an automatic weigher and sacker, an aspirator, receiving sink, one each side. Electric power will be used. This will give them 125,000-bus. storage for grain and 60 cars of hay.

Nashville, Tenn.—Two bills, one providing for demurrage, and the other for prompt settlement of claims, have been introduced in the house by Representative Evans. The bills were prepared by the Memphis Freight Bureau and have been indorsed by the Merchants' Exchange of Memphis. The bill provides that a shipper shall have 48 hours in which to load or unload a car. If the shipper fails to begin loading in 48 hours the car can be taken away from him and a charge of \$2 collected. If the railroad fails to furnish a car within 4 days after application made by shipper, the road shall pay a penalty of \$1 per day. Freight must be moved at least 50 miles per day, under a penalty of \$1 per day. The second bill provides a penalty of 25 per cent for delay in settling claims under \$50 and 10 per cent on claims over \$200, and defines what is to be considered a reasonable time for settlement.

Memphis, Tenn.—The annual election of the Memphis Merchants' Exchange was held Jan. 19 and was one of the most warmly contested elections ever held in the exchange. Harry P. Johnson was elected pres. by a majority of only 5 votes over W. E. Holt. Other officers elected were: Lawson D. Falls, vice-pres., and Miles S. Buckingham, treas. Directors: T. B. Andrews, W. C. Early, W. P. Brown, Jos. H. Mallory, J. Thos. Wellford, B. I. Busby, Bayliss G. Lee, Thos. B. Jones, Ben J. Asher, Philip Pidgeon and John Myers. The membership roll shows 40 new members gained during 1904. Alexander Allison, Thos. J. Hunt, M. E. Carter, H. J. Parrish and Hugh Pettit were appointed as a committee to go to Nashville and assist in the passage of the bill relative to the demurrage on and the delays to railroad cars, and the prompt settlement of overcharges, losses and damages.

TEXAS.

Putnam, Tex.—C. T. Hutchinson has engaged in the grain business at Putnam.

Louise, Tex.—The Wharton County Warehouse Co. is endeavoring to secure a location in Louise for a rice warehouse.

Lott, Tex.—The C. L. Trice Grain Co. incorporated, \$2,500 capital stock, to buy, sell, mill and clean rice. Incorporators, Chas. L. Trice O. R. Porterfield and A. F. Tomlinson.

Houston, Tex.—The Southern Pacific has reduced the rate on rice to New Orleans from 22½ to 19 cents from points west and from 20 to 17 cents from points east of Houston.

Childress, Tex.—The eltr. of J. C. Kendall burned Jan. 13. Loss, \$4,000, with insurance \$3,000. The eltr. will be rebuilt at once. The fire is thot to have been of incendiary origin.

Austin, Tex.—The Texas Railroad Commission on Jan. 12 ordered that the differential shall not be employed in making the grain rates from Lacoste east of San Antonio on the G., H. & S. A. R. R., the T. & N. O. R. R., and the G., H. & N. R. R.

Houston, Tex.—A company has been organized to build a rice mill at this point. The mill will cost about \$70,000 and will have a capacity for 1,000 barrels daily. The officers of the new company are: W. O. Neuhaus, pres.; C. W. Robinson, vice-pres.; Bernard Brown, secy.; C. P. Shearn, treas.

Dallas, Tex.—The grain and feed store of G. A. Knight & Son burned Jan. 4, causing a loss of \$5,000. Loss covered by insurance. Mr. Knight had canceled \$2,000 worth of insurance the day previous, considering the rate too high. The fire was caused by a cannon fire cracker which was thrown, lighted, into Mr. Knight's store. Knight & Son have resumed business in temporary quarters awaiting the erection of their new building.

Fort Worth, Tex.—The Board of Trade on Jan. 17 adopted strong resolutions against the passage of the bill introduced in the legislature for the appointment of state grain inspectors at Fort Worth, Dallas, Gainesville, Sherman and San Antonio. It is feared that inspectors appointed by the governor will be political grafters; and that the grain inspectors ought to be appointed by the commercial exchanges as a guarantee that capable men would be chosen.

TEXAS LETTER.

Royse City, Tex.—The Royse City Milling & Light Co. has been chartered with \$20,000 capital.

At the hearing in Austin on the 17 and 18 of this month on the matter of grain rates the railroads, grain men and millers got together and agreed on the subject and their agreement was submitted to the Railroad Commission for their approval. The rates were practically left alone as they were and the stopping in transit, milling in transit, etc., were cleared up. The agreement between the roads and the grain men and millers was in substance as follows: It removes oat meal, rice, bran, polish, etc., from the grain tariff; provides for the consideration of two or more lines in differential territory as one line for differential purposes; provides that the rules for milling in transit shall be changed so as to relieve them of the

present ambiguity which has resulted in many misunderstandings as to whether the minimum balance should be computed upon the grain. The roads agreed with the millers to put meal under the flour tariff for interstate shipments. This matter was also taken under advisement by the Commission who will make some rulings on the matter.

No fight or effort was made by either the grain dealers or the millers to secure lower rates of freight as they admitted that the rates were low enough for them to do business on under the present tariffs and only the changes suggested above were requested. The Commission's ruling on these matters will be looked for with considerable interest. Several of the big cereal food houses were represented at the hearing and requested that the Commission make the same rate on cereal food that they make on flour. The representative asked that the commodities be inserted in the tariff under the brands, and stated that satisfactory commodity rates had been in effect until recently when the roads changed, making cooked cereal food fourth class, and the representative stated that on this rate the companies could only do business in Texas at a loss. This matter was also taken under advisement after a hard fight on the part of the roads.

Richardson & Co., of Gainesville, appeared before the Commission on the 18 asking that the stopping in transit privileges on grain be so changed that Texas grain could be concentrated at the Texas gateways. This proposition was most strenuously opposed by the Texas Grain Dealers Ass'n on the ground that it would hurt the little fellow and practically wipe out a large number of the smaller eltrs. of the state, and that it opened a gate where it would be possible to manipulate the billing more easily than could be done at the present time. While the interests working to concentrate grain at gateways admitted that this arrangement would be to the detriment of the small grain eltr. it would redound to the benefit of the farmer. This proposition was attacked by the grain men on the ground that such change in the concentration arrangement would kill off competition and in the end work to the detriment of all parties concerned and no one more than the producer after the competition was out of the way. The Commission took the matter under advisement.—J. S. W.

WASHINGTON.

Waitsburg, Wash.—The eltr. and chop mill for A. M. McCoy have been completed, replacing the plant burned last fall.

Wilbur, Wash.—M. Gabel, charged with embezzling the funds of the Puget Sound Grain Co., confessed to the crime Jan. 7 and was sentenced to 1 year in the penitentiary.

Spokane, Wash.—The Washington Grain & Milling Co. has purchased a lot west of its present building and will erect a 1-story warehouse, 50x140 ft., for storing hay. The building will cost \$9,000.

WASHINGTON LETTER.

Wheat receipts at Wilbur, Wash., for the crop of 1904 are no doubt the lightest for several years. The total of the crop is 467,000 bus. Three years ago the receipts for Wilbur aggregated a little over 1,130,000 bus. All this falling off is not

GRAIN DEALERS

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Our forecast of the stock market is alone worth many times the whole cost.

You ought to know us and our methods.

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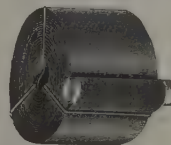
Send for our book and devote a half hour to reading it. It will at least suggest some new ideas. Sent free for the asking.

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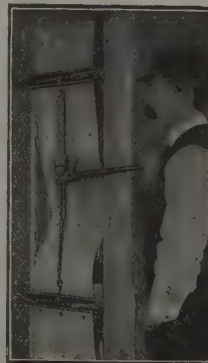
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Ft. Dearborn Belting & Supply Co.

161 E. Lake St., CHICAGO, ILL.



Every Power User

can easily keep belts in perfect working order with

Conner's Belt Tightener

Stretches any belt to proper tension. Readily applied; one man does all the work. Clamps can't slip nor mar. No wrench needed. Strong, durable, economical—a great time and labor saver.

Write for full description and prices.

Conner Belt Stretcher Co.
101 Conner Street,
Pendleton, Ind.

represented by a lighter crop, although a greater part of the difference comes from that cause. Another cause is that some of the extensive farmers market their grain at other places.

Walla Walla, Wash.—Isaac's mill has inquiries from San Francisco buyers asking for quotations on flour made from durum or macaroni wheat grown on the dry lands west of that place. Walla Walla bakers have tried it and say that it is too strong for baking, unless mixed in proportion of about one part of durum flour to nine of the ordinary kind, when good bread is the result. In grinding the wheat it was found the percentage of flour was small to the bu., but the feed was superior to that from ordinary wheat.

A Seattle firm recently bot 2,000 tons of Columbia county barley, paying \$1 per 100 pounds on account of its superior malting qualities. The barley of Columbia county has a reputation for superiority, much of it being contracted in advance of the harvest season and shipped by buyers to Holland and Belgium. A large portion of the barley crop of this state goes to the grain feeding markets. Farmers who make a specialty of producing barley for the market report it more profitable than any other of the cereals. The barley crop for 1904 was the largest ever grown in this country.—M. E.

WISCONSIN.

Milwaukee, Wis.—The Atlantic Export Co. has incorporated to engage in the grain and feed shipping business.

Emerald, Wis.—The Northern Eltr. Co. will install a gasoline engine in the 6,000-bu. eltr. which is being erected.

Superior, Wis.—Assemblyman Wallace Andrews states that the Superior grain bill probably will be again introduced in the legislature.

Superior, Wis.—Two boys, Arthur Ross and Henry Gunderman, were given 60 days each in jail recently by Judge Haily, without option of paying a fine, for sweeping grain at South Superior. They were charged with taking 22 bns. from the railroad yards and were arrested by railroad detectives. Edw. and Chas. Miller are charged with having purchased the stolen grain.

Milwaukee, Wis.—The Milwaukee Eltr. Co. has requested the Merchants & Manufacturers Assn. to investigate the freight rate situation under which northern and southern routes have an advantage of 2 to 4 cents over Milwaukee on grain. Tables were presented showing that on grain from South Dakota Minneapolis enjoys a rate of 34 cents to the seaboard while the rate via Milwaukee is 36 cents.

MILWAUKEE LETTER.

The supply of corn available for sale on this market is amazingly light, and as a result prices are high.

Edw. H. Dadmun, of the commission firm of Runkel, Dadmun & Sullivan, has lost his son Robert, who was the victim of consumption.

Robt. Eliot, the veteran of the cash grain trade, recently celebrated his 75th birthday. He is still hale and hearty and a power in the councils of the directors of the Chamber.

James O. Klapp, who has made such an enviable record for fair dealing as mgr. of the Wisconsin Car Service Assn., has

been re-elected, greatly to the satisfaction of the local grain men.

The Wisconsin legislature has adopted a memorial to Congress praying for the enactment of legislation to give practical effect to the Interstate Commerce Law on the line of the President's recommendations.

Senator Julius Roehr has introduced in the Wis. legislature a bill to compel railroad companies to lay side-tracks for factories, mills, eltrs. or other plants which put in spurs extending to the railroad right of way, and to furnish switching service.

All kinds of barley suitable for malting are now selling relatively well, and indications point to increased activity in the demand. Choice Minn. and Wis. samples are given the preference, but S. D. barley of light color also brings good prices.

Milwaukee business men, thru the Credit Assn., have endorsed what is known as the "Denver" plan for fighting fraudulent proceedings in bankruptcy, such as were lately scored in the editorial columns and correspondence of the Journal. A fund of \$25,000 will be used to put the plan in operation here.

Wallace M. Bell has been attending the National Board of Trade as a delegate from this Chamber. Geo. D. Johnson, who was to have gone with him, could not leave the business of his firm in the absence of E. P. Bacon, but he has been honored by re-election to the office of second vice-pres. of the national body.

Opinion is outspoken that when Milwaukee eventually carries the belt line project to a successful issue, it should be careful to provide against future absorption of the line by interested railroads. A belt line under the control of either of the roads now having terminals here would be of no benefit whatever.

Commissioner Host, in a recent address devoted especially to local organizations, stated that in no kind of fire insurance companies do the policy holders, as a whole, get more complete returns than in the mutuals. In connection with this it is of interest to note that a member of the State Assembly has framed a bill to give such companies preferential treatment in the matter of taxation.

The blockade of the car-ferry lines, due to congestion on the eastern side of the lake, which was supposed to have reached its acute point two weeks ago, has grown steadily worse. In the Ludington yards alone there are said to be not less than 1,200 cars awaiting transport cast. The old excuse, "lack of motive power," is the reason assigned for the trouble. When will the carriers of this country provide sufficient equipment for the proper operation of their business?

The wheat market is the despair of Milwaukee receivers, who see this grain going by on all sides without being able to coax much this way. Millers are in the market so seldom as to make the purchase of a string of samples the occasion for a "blow-out" in the exchange buffet at the expense of the fortunate salesman. Choice grades can be disposed of without offering trading stamps, but lower qualities are hard to lose at any price.

It is pointed out by the coterie of "authorities" which holds its daily debates in the exchange reading room that the disruption of the National Live-Stock

Assn. because the constitution was opened so as to admit packers and railroad men, reveals the depth of the conviction among shippers that they must not contract "entangling alliances." The particular moral intended seems to refer to the futility of looking to the carriers for fair treatment in return for the privilege of pooling.

Much elation is felt among traders here over the failure of the Chicago Board of Trade to adopt resolutions asking the Ill. state legislature to repeal the law which prohibits dealing in puts and calls. An enormous business in privileges is done on the local board each afternoon, and this, of course, brings a large volume of regular option trading with it. Those interested assert that the trade cannot be lost now for another 2 years, at least, and Frank Knowles is said to have indulged in the luxury of a new and palatial residence on the strength of it.

C. K. Taylor, mgr. of the Milwaukee Eltr. Co., declares that discriminating grain rates will eventually kill the grain business of Milwaukee, and he places the blame for existing conditions upon the eastern lines. Mr. Taylor states that the two western railroads bringing grain to this city have always been willing and anxious to grant tariffs as favorable as those enjoyed by other markets. The eastern roads, however, have invariably raised the rates so as to give the northern and Gulf routes the advantage. This contention recalls the fact that in 1898, when the Interstate Commerce Commission ordered a reduction of rates to Milwaukee (and Chicago) as a result of the complaint made by the local Chamber, the C. & M. & St. P. and C. & N. W. Rys. agreed to an equitable adjustment of the tariffs, according to an understanding reached by a joint committee of the Milwaukee and Minneapolis boards, and other companies in the territory affected consented to the change, with the exception of two northern roads. The latter, however, threatened a rate war. The whole matter will now be revived, as the Merchants & Mfrs. Assn., which is the most powerful organization here, proposes to come to the help of the Chamber of Commerce. O. F. Bird, chairman of their Transportation Committee, was formerly Commercial Agt. of the Milwaukee road and is one of the best posted traffic men in the country.—I.

A Canadian paper states that Mexico in a few years will become a great wheat producing country. This is doubted by well informed persons who are closer to the land of corn cakes.

Exports of foreign beans and peas for the 11 months prior to Dec. 1 amounted to 57,655 bus.; compared with 98,551 bus. for the same months of 1903, as reported by O. P. Austin, chief of the bureau of statistics.

Imports of foreign beans and peas during the 11 months prior to Dec. 1 amounted to 610,512 bus.; compared with 912,093 bus. for the corresponding period of 1903, as reported by O. P. Austin, chief of the bureau of statistics.

Imports of breadstuffs into the Philippine Islands during the 7 months prior to Aug. 1, 1904, amounted to 57,595 bus. of grain and 109,376 barrels of wheat flour; compared with 15,744 bus. of wheat and 110,136 barrels of wheat flour for the corresponding months of 1903, as reported by the War Department.

The Rice Crop of the United States.

The decadence in rice culture in the States of the South Atlantic coast has been one of the most striking agricultural features of their recent history, says the government Crop Reporter for December. A crop that has the prestige of two centuries of generally profitable cultivation, and a reputation for quality unsurpassed by any rice in the world, seems threatened with eventual extinction.

Rice culture on the Atlantic coast is almost completely localized in four separate districts. (1) In North Carolina, if an area of about 400 acres of upland rice in the northeastern counties be excepted, rice production is confined almost exclusively to plantations along the lower Cape Fear River. This district produces gold seed rice exclusively, and is said to form the northern limit of the rice lands adaptable to cultivation by irrigation.

(2) Of the two rice-producing districts of South Carolina, the principal one, producing about 90 per cent gold seed rice and 10 per cent white, is tributary to the markets of Charleston. It embraces the rice lands along the Ashepoo, Combahee, Cooper, and part of the Savannah rivers, and the plantations in the vicinity of Pon Pon and Yemassee. The area of this, the most important rice-producing district on the Atlantic coast, amounts this season to 23,100 acres, showing, it is said, a notable decrease over that of the preceding year.

(3) The other South Carolina district is tributary to the markets at Georgetown, and embraces the rice lands along the Waccamaw, Pee Dee, Black rivers, and Sampit Creek. The area this season is about 10,200 acres. Gold seed rice is the variety chiefly cultivated. Although in this district many of the most productive and best equipped plantations are still under cultivation, low prices, scarcity of labor, and other causes have given rise among some producers to indifference and neglect, resulting in careless methods and a great decrease of acreage.

(4) In Georgia, rice production is now confined exclusively to the rice lands in the vicinity of the city of Savannah. The area under cultivation does not exceed 9,000 acres, about 80 per cent of which is planted to white rice and 20 per cent to the gold seed variety. The rice acreage of this State, like that of the Carolinas, has declined greatly in recent years.

Undoubtedly the most important event in the history of rice production in the United States was the discovery about 1885 that rice could be profitably grown by irrigation upon the prairie lands of southwestern Louisiana and southeastern Texas. The peculiar character of these lands and their adaptability to rice culture have since revolutionized the industry of rice growing, and transformed this region from comparative waste and desolation to thrift and prosperous activity. These lands, now distinctively known as the "rice belt," extend, 20 to 90 miles in width, from St. Mary's Parish westward about 240 miles along the coast of Louisiana and Texas, and comprise an area of about 12,000 square miles; they are traversed by ten navigable rivers and numerous lakes and bayous, and lie from 6 to 38 feet above the level of the streams. Consisting of a rich dark loam, easily cultivated, their distinguishing characteristic, as compared with the rice lands of eastern Louisiana and the Carolinas, is that they are underlain with an impervious subsoil, which permits great economy in the use of water,

enables the fields to be thoroughly drained at harvest, and, most important of all, makes possible the use of improved self-binders and other modern agricultural machinery.

By far the most important rice-producing territory of the United States is now comprised in localized areas in the States of Louisiana and Texas; this is generally known as the "Gulf Coast" crop. The recent history of rice in these States, as a whole, presents a striking contrast to the decadent culture of the South Atlantic coast. Marvelous progress has characterized the industry, and the annual production has here attained a magnitude exceeding many times the previous yearly output of all the rice-producing States combined. Between 1899 and 1904 the rice acreage of Louisiana was increased from 201,685 acres, as reported by the Census, to 376,500 acres, as now estimated by the Department of Agriculture; that of Texas during the same period from 8,711 to 234,200 acres; and the combined acreage of the two States from 210,396 to 610,700 acres, an increase of upwards of 190 per cent.

The rice area of Louisiana and Texas comprises three districts: (1) the alluvial lands along the Mississippi and its tributaries; (2) the prairie lands in the extreme southwestern section of Louisiana; and (3) the prairie lands of southeastern Texas. The last two districts really compose a single rice-producing territory, separated only by the State line.

The area and production of rough rice in the United States in 1904 was as follows: North Carolina, 1,800 acres, 58,320 bus.; South Carolina, 33,300 acres, 832,500 bus.; Georgia, 9,000 acres, 234,000 bus.; Louisiana, 376,500 acres, 11,445,600 bus.; Texas, 234,200 acres, 8,314,100 bus.; other states, 7,206 acres, 211,518 bus.; total U. S., 662,006 acres, 21,096,038. bus.

Calendars Received.

The National Warehouse & Storage Co., of St. Louis, Mo., is remembering its friends with a calendar in which the central figure is a beautifully colored picture of The Fencing Girl.

The Whitney-Eckstein Seed Co., of Buffalo, N. Y., sends its compliments to customers with a calendar on which is lithographed a girl holding a dove.

H. A. B. Marksberry & Son, of Lancaster, Ky., are favoring patrons with a large calendar containing a half-tone engraving of the hounds and hunters at Chevy Chase.

McCord & Kelley, of Columbus, O., are distributing a neat little calendar for which any grain dealer can find space.

The Huntley Mfg. Co., of Silver Creek, N. Y., has issued a large and attractive calendar for gratuitous distribution, advertising the complete line of Monitor Grain Cleaning Machines. Readers of the Grain Dealers Journal can obtain a copy upon request.

Lowell, Hoyt & Co., Chicago, are favoring their friends in the trade with one of the most artistic calendars of the season. A separate slip, bearing an illustration, is provided for each month.

Fine prospects for the winter wheat crop this spring will smash the May wheat deal. Poor prospects will advance the July option.

Exports of beans and peas during the 11 months prior to Dec. 1 were 216,638 bus.; compared with 216,459 bus. for the same period of 1903.

The F. R. MORRIS GRAIN DRIERS stand at the head for perfect work. Do not install a high priced grain drier without investigating. Any capacity from 1,000 to 10,000 bushels per day to suit requirements can be furnished. A thorough investigation will convince anyone that the MORRIS DRIER is the only drier that will dry grain without injuring its natural luster or hurting the fiber of the kernel, thereby causing it to break up in handling. This one fact alone demonstrates its superiority over all others.

The conditioners and coolers for grain getting slightly out of condition are a great addition to any elevator and where the moisture is not too great but where a large amount of excess moisture is present then the drier must be used. Do not delay until you have lost grain enough by deterioration to pay for a drier but make up your mind and order at once. Address,

F. R. MORRIS, Milwaukee, Wis.

Grain Purifying

When properly done is the most profitable work in the elevator, and costs very little.

Must, Smut and Mold Odors, Water and Climatic Stains Removed, leaving grain clean in appearance and with natural aroma.

Every elevator is interested in this work, and you should write us by next mail for description and grain samples of work. Address

Caldwell & Barr

EARL PARK, INDIANA

No Freezing

Water will not freeze in the water jacket of your gasoline engine or in the supply tank if you use

Calcium Chloride

Just dissolve it in the water, that's all. It does the rest.

Will not rust or corrode the tank or engine jacket. It is an antiseptic, has no odor, will not evaporate or form sediment of any kind.

A good thing to put in water barrel or fire pails. Keeps the water from evaporating. We can supply it promptly in any quantity at lowest prices.

Write for our booklet "A Little Light on our Calcium Chloride"

James H. Rhodes & Co.,
117 E. Kinzie St., - - Chicago, Ill.

[FREE: A special hydrometer for testing and regulating the strength of the solution, given free with each order.]

Supreme Court Decisions

Unmatured crops receiving nourishment from the soil pass with a conveyance of the land.—*Newburn v. Lucas*, Supreme Court of Iowa, 101 N. W. 730.

A shipper cannot recover for damages to the shipment because of the carrier's failure to furnish a proper car, where that ground of negligence is not alleged in the declaration.—*Moore v. B. & O. R. Co.* Supreme Court of Appeals of Virginia, 48 S. E. 887.

If express authority to buy on credit is not given to an agent, but he is authorized to make the purchase, and no funds are advanced to him to enable him to buy for cash, he is by implication clearly authorized to purchase on the credit of his principal.—*Brittain v. Westall*, Supreme Court of North Carolina, 49 S. E. 54.

A vendor who has parted with title to the goods sold and has delivered them to a common carrier for the vendee has no right of stoppage in transitu after the vendee has transferred the title to another by assignment of the bill of lading.—*National Bank of Bristol v. B. & O. R. Co.* Court of Appeals of Maryland, 59 Atl. 134.

A telegraph company is not liable for failure to send a message by telephone, in absence of special contract for that purpose, because of a provision on the back of the telegraph blank that it is the agent of the sender for transmission over other lines.—*Hellams v. Western U. Tel. Co.* Supreme Court of South Carolina, 49 S. E. 12.

The fact that a message received by a telegraph company for delivery at a certain street number was not delivered until the day following its receipt, when called for by the sendee, raises a presumption of negligence on the part of the telegraph company.—*Green v. Western U. Tel. Co.* Supreme Court of North Carolina, 49 S. E. 165.

Where a car load of chops was injured in transit by wetting, the fact that the consignee was in the wholesale trade, to which the chops, in their damaged condition, were unsuitable, did not entitle him to refuse to accept them and sue the carrier for their original value.—*Gulf, C. & S. F. Ry. Co. v. H. B. Pitts & Son*, Court of Civil Appeals of Texas, 83 S. W. 727.

A railroad company is not absolved from the duty of keeping its right of way clear and free from combustible material by leasing a portion thereof to a private person, and it may be made to respond in damages for fire started on that portion so leased by reason of combustible material thereon.—*Sprague v. Atchison, T. & S. F. R. Co.* Supreme Court of Kansas, 78 Pac. 828.

The mistaken refusal of the deputy collector of a port to grant a clearance while certain freight was on board because it was contraband of war does not constitute a "restraint of prices, rulers, or people," within the meaning of a clause in the bill of lading, so as to excuse nonperformance of the agreement to forward the shipment by that vessel.—*N. P. R. Co. v. American Trading Co.* Supreme Court of the United States, 25 Sup. Ct. Rep. 84.

A return of goods purchased, before suit brought, to an agent of the seller who is authorized to receive the same, together with a receipt of such goods by the agent, does not of itself, and in the absence of a showing of an agreement or right or election of the purchaser to rescind, effect a rescission of the sale.—*Keystone Mfg. Co. v. Hampton*, Supreme Court of Alabama, 37 South. 552.

Where shippers contracted for the sale of coal at a certain price, relying on the representation of the carrier's agent that the freight rate would be as stated, and were compelled to pay a higher rate, the carrier was liable for damages occasioned by the misrepresentation, though the agent named a rate less than that posted in accordance with the interstate commerce law.—*Texas & P. Ry. Co. v. Mugg & Dryden*, Supreme Court of Texas, 83 S. W. 800.

Where the verdict in favor of the consignee in an action for the value of damaged chops injured in transportation was the same as plaintiff would have been entitled to recover had he accepted and sold the chops for their reasonable value in their damaged condition, the fact that he unlawfully refused to accept the same and sued for their value, instead of the difference between the value as shipped and as delivered, was immaterial.—*Gulf, C. & S. F. Ry. Co. v. H. B. Pitts & Son*, Court of Civil Appeals of Texas, 83 S. W. 727.

Code, section 1759, provides that any tenant removing crops without the consent of the lessor, and without giving him five days' notice of such intended removal, and before satisfying all liens, shall be guilty of a misdemeanor. Other portions of the statute declare that the crop shall remain on the land until the landlord and tenant come to a settlement of accounts, and that, if the landlord unjustly refuses to settle, the tenant may sell a part of the crop, by giving five days' notice, and, if a settlement cannot be made, either party may ap-

ply to a court having jurisdiction to compel a settlement. *Held* that, on a prosecution for removing crops without having satisfied liens or having given five days' notice of such removal, it is no defense that defendant had been damaged by a failure of the landlord to comply with the contract, and that such damage amounted to more than the rents and advancements.—*State v. Bell*, Supreme Court of North Carolina, 49 S. E. 163.

Rev. St. 1895, arts. 4497, 4500, as amended by the Twenty-Sixth Legislature (Acts 1899, p. 67, c. 158), provides that, when the owner of any freight shall apply in writing to the person in charge of transportation of any railway company, it must supply the cars required at the point indicated within a reasonable time, not to exceed six days, in the order in which such applications are made. Article 4498 provides that the application shall state the number of cars desired, and the place and time at which desired. Article 4499 provides that the railway company failing to furnish cars on such application shall forfeit to the applicant \$25 for each car, and all actual damages sustained. Article 4500, as amended by the Twenty-Sixth Legislature (Acts 1899, p. 67, c. 158), provides that the applicant shall, at the time of applying for cars, deposit with the agent of the company one-fourth of the freight charge, unless the road shall agree to deliver the cars without the deposit; that the applicant shall, within 48 hours after the cars have been delivered, load the same, and, on failure to do so, he shall forfeit to the company \$25 for each car not used, and actual damages in addition if he shall not use the cars ordered by him. *Held* a proper exercise of the police power reserved to the state, and hence not repugnant to the commerce clause of the federal Constitution.—*Houston & T. C. R. Co. v. Mayes*, Court of Civil Appeals of Texas, 83 S. W. 53.



To Be Sure—Children Cry For It.—Minneapolis Journal.

Books Received

GRAIN TRADERS' MEMORANDUM.—A neat little vest pocket memorandum book, ruled for entering a record of sales and purchases of options, is being sent to customers by Edward G. Heeman, Chicago, Ill.

THE RED BOOK.—For statistical information relating to grain, provisions, seeds, stocks, cotton, provisions and live stock, and the crops, imports and exports of the principal countries, the most convenient ready reference is the Red Book, issued annually by Howard, Bartels & Co., of Chicago, who have just published the 1904 edition of 54 large pages.

CITY ALMANAC, 1905.—The Daily News City Almanac for 1905 is an abbreviated edition of the regular Chicago Daily News Almanac and Year Book for 1905, and limited for the most part to Chicago topics, containing much information of interest to visitors and residents not to be found elsewhere. The City Almanac is given free, while the price of the regular edition is 35 cents.

OFFICIAL RAILWAY GUIDE.—One of the reference books most useful in the business office is the Official Guide of the Railways and the Steam Navigation Lines of the United States, containing the current railway timetables in effect, maps, mileage, complete lists of stations, connections and officials, ocean, coastwise and river navigation routes. General and special indexes make the mass of information contained in its 1,216 pages readily accessible. Issued monthly by the National Railway Publication Co., 24 Park Place, New York. Subscription price, \$8 per annum, 75 cents per copy.

THE HOLIDAY NUMBER of the Northwestern Miller excels in all features even the previous efforts of this enterprising trade journal. The contributions, the illustrations and the paper are the best that money can buy. The composition, the arrangement and press-work are the best the most artistic printer could hope for. The subject matter is in keeping with the season and has a direct bearing on the trade to which The Miller caters. This last effort must discourage its publishers from even contemplating ever to excel it. The generous support given it by the millers of the country shows the confidence they have in the publisher to do things well.

THE CREDIT MAN and His Work, by E. St. Elmo Lewis, fellow International Accountants' Society, is a book worth several readings and a place on the business man's desk. As ninety per cent of the world's trade is carried on credit, the importance of the subject to business men of every activity is self evident. Within the past ten years there has been a wonderful interest displayed in the subject of commercial credit, and business men have given it closer study than at any time in our commercial history. The importance of the subject has brought forth a comparatively small amount of literature of practical value to the everyday credit man. The book before us is therefore welcome apart from its intrinsic merit. The editor has dealt with his subject in a comprehensive manner, starting with "A History of Credit," in which he deals with the rise of the credit transaction; he follows it step by step until he comes to modern commercial credit. Published by the Book-Keeper Publishing Co., Detroit, Mich. Cloth, 360 pages; \$2.

Supply Trade

The Garry Iron & Steel Co., of Cleveland, O., has asked for an extension of time from its creditors.

The Foos Gas Engine Co., of Springfield, O., is preparing to do the largest year's business in its history.

The Portable Elevator Co., of Bloomington, Ill., has bot ground at a cost of \$7,500 on which to erect a warehouse.

Guy Henderson, formerly of Henderson & Friedline, elevator builders, is now with the Kay-Pim Mfg. Co., of St. Louis.

Don't make excuses for your claims. If your wares are good, say so and stick to it. To inspire confidence, you must be confident.

Henderson & Friedline, grain elevator engineers and contractors, have been succeeded by Fred. Friedline, who will open a Chicago office.

The Steel Storage & Elevator Construction Co., of Buffalo, N. Y., has issued an 8-page booklet suggesting to millers the use of steel tanks for grain storage.

The Clark Machine Co. has been incorporated at St. Johnsville, N. Y., to manufacture gasoline and steam engines. The capital stock is \$30,000; and the incorporators are Clarence Taylor, Frank Gebbie and W. J. Millard.

"Glittering generalities" don't always glitter. The buying public want to know the whys and wherefores, the ins and outs, and what's-the-use-ness of your proposition. Facts, facts; not heated atmosphere!—*Printers' Ink.*

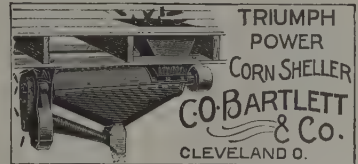
The Twin City Separator Co. has brot suit against the J. L. Owens Co., at Minneapolis, Minn., to recover \$12,000 damages, alleging that defendant is manufacturing grain separators in infringement of patent held by plaintiff.

The Carthage Grain Door Co. has been incorporated at Carthage, Mo., to manufacture a patented grain door for cars. The capital stock is \$50,000; and the officers are J. L. Ross, pres.; G. R. Griggs, vice-pres.; J. C. McGee, treas., and M. M. James, secy.

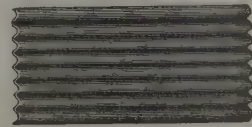
The Invincible Grain Cleaner Co., of Silver Creek, N. Y., writes that, "The grain business is evidently on the boom, if we may be allowed to judge through the medium of our 1905 outlook and business already in hand. Never since we commenced business have we had such a nice lot of orders on our books as received during January, and all trade indications point to one of the heaviest years that we ever had. During our annual shut-down, we made many changes and added new tools and facilities for producing Invincible machines in a rush, large or small, and we are now in the best of shape to turn them out promptly. We are having a nice trade in the very large size clippers and separators for the large grain houses, as well as many from the smaller grain handlers, and we are in shape to take care of them all promptly and well. We are constantly improving our line and adding new machines."

Not for months have wheat speculators suffered an old fashioned "shake-out."

DURABLE SHovel ROPE WIRE 171 Lake St.
ROPE CO. Chicago
TRANSMISSION AND CAR HAUL



We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

EXCELLENT OPENINGS FOR MILLS

All owners of flour mills and grain elevators located in the older-settled sections at points where conditions are not entirely satisfactory can be accommodated with locations along the



We will be glad to give particulars regarding very fine openings for mills, especially, in the best wheat growing sections of Oklahoma where large quantities of wagon wheat can be secured. Excellent accommodations can be secured from local parties.

Write for a copy of handbook entitled "Opportunities".

M. SCHULTER
INDUSTRIAL COMMISSIONER
Frisco Building ST. LOUIS, MO.

COAL SALES BOOK

FORM 44.
FOR RETAIL COAL DEALERS.

It facilitates bookkeeping, and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the Journal from which the posting is done.

It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Prices Per Ton, Amount. This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

FOR SALE BY
Grain Dealers Company,
255 La Salle St. CHICAGO, ILL.

Baltimore Protests Against Railroad Discrimination.

As is stated in our Baltimore letter, the Baltimore Chamber of Commerce, at a general meeting, held Jan. 16, adopted the following resolutions:

"Whereas, On October 29th, 1904, in view of the action of the Central Traffic Association to advance freight rates on grain and grain products to the Atlantic Seaboard, effective December 5th, the Board of Directors of the Chamber of Commerce passed resolutions protesting against the proposed advance, as a discrimination in favor of the Gulf ports, and appointed a Special Committee to take up and prosecute this matter; and,

Whereas, Copies of said protests were then sent to the Baltimore & Ohio, Pennsylvania and the Western Maryland Railroad officials, and followed since by personal interviews and correspondence without any satisfactory result; and,

Whereas, Since the advance became effective, not only have the Gulf rates remained without corresponding advance, but in some instances have been reduced below those previously existing, thus securing a large movement of corn in that direction, to the prejudice of the Atlantic Coast; and,

Whereas, The present inequitable arrangement of freight rates being a discrimination against producers, shippers, exporters and handlers of grain in the territory affected, the receivers of grain at terminal markets being denied the opportunity of doing business, the producers and shippers in the territory tributary to this market having to meet the unnatural competition caused by more distant and less favorably located sections having more advantageous rates to export markets; and,

Whereas, It is well known that after the opening of navigation Baltimore is at a disadvantage compared with Northern ports, on account of diversion of traffic via the Lakes, but is entitled through geographical position and past association to handle a large proportion, all rail, during the winter months, from the corn belt east of the Mississippi, and from certain territory west of the river; and,

Whereas, It is manifestly and already apparent that we are losing business which has taken years to build up, both east and west of the Mississippi, as well as in Europe, and the loss of export business is affecting the steamship interests, and this must also divert importations and therefore affect the whole city; and,

Whereas, A Special Committee tried to interest the Exchanges of Philadelphia, New York, Boston and Chicago in taking steps for their own protection; and has, during the past six weeks, worked assiduously and with all the means and arguments in its power to obtain such reasonable rates from the railroads as were necessary to maintain the business of this port, but so far, without success; therefore be it

Resolved, "That the Baltimore Chamber of Commerce, in general meeting assembled, commends the efforts of its committee to obtain from the railroads controlling the commerce of this City, proper recognition of its rights to enjoy a natural share of the business tributary to it, and demands that these railroads, which have always received from this municipality and its people most liberal consideration and support, shall immediately put into effect such reasonable freight rates as will end the present intolerable situation, and also obtain a reasonable assurance that the business of this City shall not be sacrificed or imperiled in the future; and be it

Resolved, "That the Baltimore Chamber of Commerce denounces the so-called 'community of ownership' by which any railroad system is allowed or required to maintain a condition which is contrary to the general interests of individuals and localities, also in violation of the spirit of the act of 1887, known as the Interstate Commerce Act, which declares that all freight charges shall be just and reasonable and also prohibits undue and unreasonable preferences or advantages between persons, commodities and localities; therefore be it further

Resolved, "That the officers of this Chamber be and are hereby directed to take the necessary action to obtain from the railroads entering this City, a proper appreciation of its interests; and as the entire business of this City is being affected, all the Trade Bodies, also the Municipal authorities, be requested to join in a general effort to obtain the desired results."

Grain Carriers

Rumor has it that the Grand Trunk will acquire the Wisconsin Central.

Shippers and shareholders jointly own the country's railroads.—Freight.

A shortage of cars is alleged on the roads carrying Nebraska corn to Gulf ports.

The steamer Lora is to be placed in the grain trade between Caney Fork and Nashville, Tenn.

Orders for 60 locomotives and 3,000 freight cars have recently been given by the Northern Pacific.

Contracts have been let for the grading of 45 miles of the Lake Superior & South-eastern south from Superior, Wis.

The Chicago Great Western has cut the rate $2\frac{1}{2}$ cents from Chicago to Minneapolis, making it 10 cents on wheat.

On Jan. 31 a hearing on the uniform bill of lading will be held by the Interstate Commerce Commission at Washington.

At the annual meeting of the Lake Carriers Assn., at Detroit, Mich., Jan. 12, the old officers were re-elected. The labor question was discussed.

Senator North has introduced a bill in the Wisconsin legislature establishing a board of utility commissioners to have supervision over railroads.

Vessel owners are refusing to charter their boats for winter storage and freight to Buffalo on account of the probability of labor troubles at the opening of navigation.

Small cars less than 40 ft. in length and under 80,000 pounds capacity will no longer be used by the Great Northern road. The small cars have been ordered to St. Paul to be sold.

A bill providing for the establishment of a state railroad commission of three to be appointed by the governor, has been introduced in the Washington legislature by Senator W. J. Reed.

Jas. D. Yeomans of Iowa was nominated by Pres. Roosevelt on Jan. 12, to be Interstate Commerce Commissioner. This is a re-appointment, as Mr. Yeomans is now a member of the Commission.

Canal boat transportation of grain will be provided for on the new channel which is being excavated for the Sangamon River in Mason County, Ill. Grain elevators are to be built along the river.

The Great Northern contemplates the construction during the present year of a line from Sioux City, Ia., south to the C. B. & Q. at Ashland, Neb., and an extension of the Pacific Short Line from O'Neill, Neb., 90 miles west to the Burlington at Dunning.

Unlimited liability for carriers is provided for in a bill introduced in the House by Representative Russell. The bill provides that railroads shall not restrict their liability as it exists at common law by any general or special notice, or by inserting exceptions in the bill of lading.

A solid train load of oats was shipped recently by the Atlas Elevator Co. from its elevators along the O'Neill branch of the Great Northern in Nebraska billed direct to Manila, Philippine Islands. The

consignment was loaded into the steamship Minnesota at Seattle, Wash.

In many states boards of railroad commissioners fix the rates and the roads comply with their decrees. It is simply ridiculous to assert that the federal government has not the power to do with interstate commerce what the states may do with traffic within their borders.—Paul Morton.

New Orleans is said to be blocked with the great quantity of corn on track for export. Friends of that market do not look for serious delay to shipments, since the vessel room available is unlimited and the elevators have good handling capacity. That the side tracks are congested with loaded cars should occasion no alarm.

Resolutions of protest against the present grain rates were adopted Jan. 12 by the directors of the Philadelphia Commercial Exchange, who state that it has frequently been proven that a rate of 10c per hundred pounds from Chicago to Philadelphia, or 4c per hundred pounds less than the present rate, is remunerative to the carriers.

The Merchants Exchange of Memphis, Tenn., has adopted resolutions that it is unqualifiedly opposed to a uniform bill of lading containing the words "non-negotiable." The Exchange will assist the movement for state legislation to make demurrage charges reciprocal, and expedite the movement of freight and prompt settlement of claims.

Geo. S. Loftus of the Loftus-Hubbard Elevator Co., of St. Paul, Minn., testified before the state railroad and warehouse commission, Jan. 14, that the Great Northern road has a secret rebate agreement with 3 line elevator companies under which rates to the head of the lakes on grain are practically cut in two. Mr. Loftus states that rebates had been paid under the guise of refund credits for elevation charges; and that favored shippers were permitted to reconsign at the twin cities without payment of the \$5 fee demanded of smaller shippers.

After backing and filling for over a month the opposition to the Quarles-Cooper bill has found the support of that just measure too strong to overcome by the morphine method. Twenty-nine railroads have recently associated themselves to bring "united and irresistible pressure" to bear on the people's representatives in Congress. The association has engaged Daniel Davenport of Bridgeport, Conn., to represent it at Washington. "It is apparent," says Mr. Davenport, "that the value of railroad securities can only be preserved by the most careful management. Should anything be done by Congress to impair the value of these securities it would certainly be followed by a run upon every such institution in the country, which would end in unparalleled disaster."

Federal regulation of railroads is making progress. While the House committee on interstate and foreign commerce is hearing business men on the Quarles-Cooper bill, Pres. Roosevelt has set Representatives Esch of Wisconsin and Townsend of Michigan at work on the preparation of a bill giving the Interstate Commerce Commission power to fix a reasonable rate, with an appeal to a court of transportation composed of 5 members, with final appeal to the Supreme Court. A number of prominent grain dealers have recently appeared before the House committee to urge the passage of the

Quarles-Cooper bill. E. P. Bacon has borne the brunt of the battle. The head of the Democratic minority of the House committee, after consultation with other democrats, also has prepared a bill giving the Interstate Commerce Commission power to name a reasonable rate and make it immediately effective.

Under the calcium light of truth the whine of the railroad corporation for protection is exposed in all its hideous greed. Before a meeting of railway engineers Lucius Tuttle, pres. of the Boston & Maine Railroad, on Jan. 16, stated that the proposed supervision of rates by the Interstate Commerce Commission reducing profits by \$40,000,000 would force the roads to make good the loss of income by cutting the wages of their employees. Nothing is said about cutting the dividends on watered stock. Judge Douglas of the North Carolina Supreme Court on Dec. 13, in the decision requiring the railroad company to expend \$15 per day additional to operate a certain train, showed the hollow mockery of the corporation claim for protection of its stockholders in their dividends, by a statement of the capitalization of the road in question, the Wilmington & Weldon Railroad Co. On each original \$100 share of stock this company has issued additional stock as bonuses, and as certificates of indebtedness, amounting to \$1,300, or 13 times the original investment, and recently a dividend of 25 per cent has been declared. By reason of exorbitant charges and poor service the market value of this stock has been raised from \$1,300 to \$2,500.

Patents Granted

Gas Engine Starter. No. 778,261. John E. Morrison, Bays, O.

Gas Engine. No. 779,116. Gaston A. Bronder, Brooklyn, N. Y.

Gas Engine. No. 779,509. Norman W. Travis, St. Thomas, N. D.

Explosive Engine. No. 779,778. Franklin W. Hagar, Nashville, Tenn.

Explosive Engine. No. 780,119. Richard G. V. Mytton, Meridian, Miss.

Mixing Apparatus for Gasoline Engines. No. 779,490. Eddy T. McKaig, Chicago, Ill.

Electric Igniter. No. 780,221. Jas. W. Packard, Warren, O., assignor to the Packard Motor Car Co., Detroit, Mich.

Rotary Explosive Engine. No. 780,013. Alfred N. Parnall and Edward W. Corryell, Florence, Colo., assignors of 1/3 to Oliver W. Betts, Florence.

Belt Conveyor. No. 780,145. (see cut) Louis K. Vaughan, Oroville, Cal. Lying centrally within the belt and readily separable therefrom is a traveling protective shoe of less width than the belt.

Grain Elevator. No. 780,428. (see cut) John Keegan, Watertown, S. D. A tank is filled from the wagon and hoisted by means of a portable frame and rope and tackle to discharge thru an opening in its side into a chute.

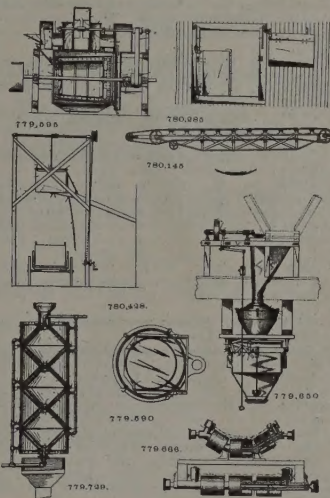
Wheat Cleaning and Scouring Machine. No. 779,595. (see cut) Mark A. Griffin, Sleepyeye, Minn. The slightly tapered scouring drum has beater bars on its circumference and rotates with a horizontal

shaft. A hopper feeds the grain into the casing which is perforated and a fan exhausts the air.

Bin Gate. No. 779,590. (see cut) Robert C. Dugan, Belle Plaine, Ia. On the inside of the discharge pipe is a track-supporting collar on which slides a gate which passes thru an opening in the periphery of the discharge pipe.

Grain Drier. No. 779,729. (see cut.) Geo. E. Morrison and Thos. McGrath, Minneapolis, Minn. The drier is made up of a plurality of detachable sections placed one over the other and having an attenuated drying channel made up of a plurality of alternately reversed cone-shaped sections, steam-jacketed inside and outside.

Belt Conveyor Apparatus. No. 779,666. (see cut) Thos. Robins, Jr., New York, N. Y., assignor to the Robins Conveying Belt Co., New York. In addition to the



usual return and through pulleys this device has edge retaining pulleys mounted on in the same plane. The journals are hollow to permit the forcing of grease into all the bearings.

Automatic Weighing Machine. No. 779,650. (see cut) Geo. J. Hicks, Ardsley, N. Y. The load is weighed in a counterpoised receptacle receiving its load from a spout under which is a divided sifter head containing a rotary feed screw and brushes. The feed screw is driven by power and is thrown out of action by the descent of the load receptacle.

Grain Car Door. No. 780,285. (see cut) Edward D. Hammond, St. Cloud, Minn. The grain door is made of 2 sheet metal plates each having hinged thereto a sheet of metal strip to secure the plates to the door frame. In the middle is a plate laterally movable and slidably secured to the edge of one of the doors, having inclined grooves in its outer edge, and a lever fulcrumed to the door and pivoted to the plate.

A farmer in North Dakota has had the effrontery to bring suit against a railroad company for a shortage of 1,200 bus. on a shipment to Duluth, as shown by his own weights taken in the field at the threshing machine. If this greedy farmer had been satisfied to sell his grain to the local dealer he would have had no occasion to suffer loss by grain being loaded into the wrong car.



Cover's Dust Protectors

RUBBER PROTECTORS, \$2.00
METAL, 1.50

SENT POSTPAID ON RECEIPT OF PRICE; OR ON TRIAL TO RESPONSIBLE PARTIES. HAVE AUTOMATIC VALVES AND FINE SPONGES.

H. S. COVER
153 Paris St. South Bend, Ind.



The Only 60-day Clock

in the World is the Prentiss. It requires winding but once in two months and keeps phenomenal time throughout its long run. If in need of a good timepiece get a Prentiss and you will always be on time. The calendar is entirely automatic in its action being operated by the clock at midnight.

Also Try: Jan., Tile, Panel, Program, Electric, Synchronized and Watchmen's clocks.

Send for Catalogue No. 904

The Prentiss Clock Improvement Co.
Dept. 99, 49 Dey St., N. Y. City.

ABOUT THE SOUTH

"About the South" is the name of a 64-page illustrated pamphlet issued by the Passenger Department of the

Illinois Central R. R. Co.

in which important questions are tersely answered in brief articles about Southern Farm Lands, Mississippi Valley Cotton Lands, Truck Farming, Fruit Growing, Stock Raising, Dairying, Grasses and Forage, Soils, Market Facilities and Southern Immigration along the lines of the Illinois Central and Yazoo & Mississippi Valley railroads, in the States of Kentucky, Tennessee, Mississippi and Louisiana.

Send for a free copy to J. F. Merry, A. G. P. A., I. C. R. R., Dubuque, Ia.

Choice Pickings in the YAZOO VALLEY

"Choice Pickings in the Yazoo Valley" is the title of an illustrated 36-page pamphlet describing the railroad lands in the famous Yazoo Valley of the Mississippi, on the line of the Yazoo & Mississippi Valley Railroad, and showing what has been accomplished by the large number of settlers successfully established there. For a free copy, address E. P. Skene, Land Commissioner, I. C. R. R., Central Station, Park Row, Chicago, Ill.

Information concerning rates and train service to the South via the Illinois Central can be had of agents of connecting lines, or by addressing

A. H. HANSON, G. P. A., Chicago, Ill.

Vest Pocket Grain Tables

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000

It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions:

Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in tough paper and form a thin book, 2 1/4 in. wide by 8 1/4 in. long. Price 50 Cents. Address

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

Facts About Elevator Fires.

C. A. McCotter, Secy. of the Grain Dealers National Mutual Fire Ins. Co., has compiled statistics regarding grain elevator fires in which the company has been interested, which are both interesting and instructive to owners of elevator property who desire to reduce their fire hazard as well as the cost of their insurance.

The number of losses reported on is not large enough to serve as an absolute guide in determining cause and effect, but they show the probabilities. As Mr. McCotter writes the statistics of a few more years added, with increase in number and of causes, will give an indication of the most prominent hazards about elevators and whether they are preventable or not. His analysis of losses, is merely the question of whether the cause is outside of or within the control of the owner and employees.

Outside exposure, incendiarism, lightning and locomotive sparks are classed as unpreventable, for which insurance should furnish protection. The Grain Dealers Mutual makes a charge for exposures, and must charge enough to make exposed risks pay their own losses. If possible, one should build so as not to be burned through negligence of a neighbor.

The Grain Dealers National was unfortunate last year through four losses not traceable to owners or enemies, but pure devilishness of disinterested parties. The number is undoubtedly greater and ratio, at least, higher than it will have again from this cause. Lightning is unpreventable, yet it was saved a \$4,000 loss by prompt use of barrels of brine and buckets. We class locomotive or other spark losses as unpreventable, yet the most of them catch in refuse or dry grass surrounding elevators, through open windows, or broken panes and on shingle roofs. The first causes are preventable, as is also the last, if almost any roofing other than shingle were used. A heavy charge is made for shingle roofs, which makes it an advantage when building or renewing roof, to use a non-combustible roofing.

The preventable fires are those which result from defect in construction, or the carelessness or ignorance of someone. If the right thing had been done, the fire would have been prevented. A loss from a hot bearing or friction is a defect. The same where cobs are strewn from boiler front to cob room and carry a fire started by back-draught or otherwise. Cob burner fires are a defect in construction; they should be safe. A careless farmer's cigar thrown in office waste basket, was beyond control of the owner, except to show the necessity of guarding even the waste basket.

Note the part barrels of brine and buckets have taken in putting out fires at the start, which is better than stopping a conflagration afterwards. Last year the Company was saved at least \$8,000 by those appliances.

The stock companies' history is taken as a basis of comparison. They have an average loss ratio of 54 per cent. The Grain Dealers National Mutual last year was 32.15 per cent, or practically only 60 per cent of those companies.

The record of the Company's 23 losses is as follows:

RECORD OF LOSSES.

1-9:45 P. M. Steam power elevator. Supposed to be from locomotive spark being blown through open window. Loss total.
2-No time given in proof. Steam power elevator. Exposing building was struck by lightning and communicated to elevator. Loss total.
3-6:30 P. M. Gasoline power elevator. Locomotive spark set fire to grass. Loss total.
4-12:00 Noon. Steam power elevator. Locomotive spark alighted on shingle roof. Loss partial.
5-6:00 A. M. Gasoline power elevator. Struck by lightning. Loss partial.
6-3:00 P. M. Gasoline power elevator. Careless throwing of cigar stub in office waste basket. Loss total.
7-8:00 P. M. Gasoline power elevator. Spark from cob burner blown back through cob spout. Loss partial.
8-2:30 A. M. Steam power elevator. Exposing mill caught fire from some unknown cause and communicated to elevator. Loss total.
9-4:30 A. M. Steam power elevator. Supposed to be railroad spark lodging in driveway. Loss total.
10-11:40 A. M. Gasoline power elevator. Exposing building caught from locomotive spark and communicated to elevator. Loss partial.
11-No time given. Steam power elevator. Struck by lightning. No claim.
12-11:45 P. M. Steam power elevator. Incendiary. Loss total.
13-1:30 P. M. Gasoline power elevator. Locomotive spark on roof—put out by use of buckets and barrels. Loss partial.
14-8:45 P. M. Gasoline power elevator. Struck by lightning. Loss total.
15-11:30 A. M. Steam power elevator. Fire caught from cobs strewn between boiler front and cob room. Loss total.
16-3:30 P. M. Steam power elevator. Supposed to be from hot box in cupola. Loss total.
17-No time given. Steam power elevator. Roof caught fire from locomotive spark and put out by use of barrels and buckets. No claim.
18-11:45 P. M. Steam power elevator. Incendiary. Loss total.
19-12:10 A. M. Steam power elevator. Incendiary of exposing property and communicating to elevator. Loss total.
20-3:00 P. M. Steam power elevator. Locomotive spark lodged on shingle roof. Loss total.
21-No time given. Horse power elevator. Sparks from locomotive on roof. Put out by barrels and buckets. No claim.
22-5:45 P. M. Steam power elevator. Fire communicated from cob burner to elevator 45 feet away. Loss total.
23-1:00 A. M. Steam power elevator. Incendiary. Loss total.
Number of fires reported since organization, 23.
Losses—total—to whole number of losses65 per cent
Losses—partial—to whole number of losses22 per cent
Losses—no claim—to whole number of losses13 per cent
100 per cent

KIND OF POWER USED—Gasoline power, 30 per cent; steam power, 65 per cent; horse power, 5 per cent.

TIME OF DAY WHEN FIRES OCCURRED—"Daylight" fires, 45 per cent; "Night" fires, 40 per cent; no time given, 15 per cent.

CAUSE OF FIRES.

	Amts. Paid.
Outside exposure	13 per cent.. \$ 7,425.85
Incendiary	18 per cent.. 7,000.08
Cob burners	9 per cent.. 4,384.28
Locomotive sparks	35 per cent.. 9,342.44
Cigar stub in waste basket	4 per cent.. 3,500.00
Lightning	13 per cent.. 1,934.35
Hot boxes	4 per cent.. 4,140.78
Careless use of cobs for fuel	4 per cent.. 4,953.77
	100 per cent \$42,682.58

Put out by use of barrels and buckets with only small or no claim, 17 per cent.
Amount at risk on property saved, \$15,000.

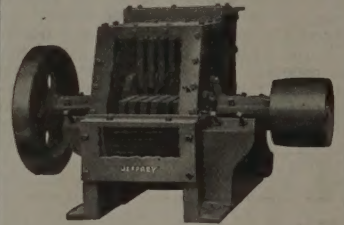
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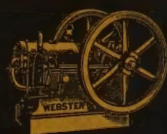


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